NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 11th December, 2023, 7.00 pm - Tottenham Town Hall, Town Hall Approach Road, London, N15 4RY (watch the live meeting here, watch the recording here)

Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, George Dunstall, Scott Emery, Emine Ibrahim, Sue Jameson, Sean O'Donovan and Alexandra Worrell

Quorum: 3

1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee

makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. MEMBERSHIP (PAGES 1 - 2)

The purpose of this report is to note the appointment of Councillor Collett as a member of the Planning Sub Committee and to also note that she has received the required training to allow her to participate in this Sub Committee.

7. MINUTES (PAGES 3 - 10)

To confirm and sign the minutes of the Planning Sub Committee held on 6th November as a correct record.

8. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

9. HGY/2023/2099 CHESTNUTS PARK, ST ANNS'S ROAD N15 3AQ (PAGES 11 - 60)

Proposal: Construction of a sustainable urban drainage and associated play features and biodiversity enhancements.

10. HGY/2023/2137 TOTTENHAM HOTSPUR STADIUM, 748 HIGH ROAD, TOTTENHAM, LONDON N17 0AL (PAGES 61 - 390)

Proposal: Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act (EIA development)

11. HGY/2023/2306 & 2307 PRINTWORKS 819-829 HIGH ROAD, TOTTENHAM, LONDON, N17 8ER (PAGES 391 - 616)

Proposal: Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. (HGY/2023/2306)

Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations, and associated works. (HGY/2023/2307)

12. UPDATE ON MAJOR PROPOSALS (PAGES 617 - 632)

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 633 - 660)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 23/10/2023 – 24/11/2023.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

To note the date of the next meeting as 15th January.

Kodi Sprott, Principal Committee Coordinator
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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 01 December 2023

Agenda Item 6

Report for: Strategic Planning Committee

Title: Updated Planning Sub Committee Membership

Report authorised by: Ayshe Simsek, Democratic Services Manager

Lead Officer: Kodi Sprott, Principal Committee Coordinator

Ward(s) affected: N/A

Report for Key/ Non Key Decision: N/A

1. Describe the issue under consideration

1.1 At the Extraordinary full Council meeting on the 13th of November 2023, a report on changes to the political composition of the council was considered. This was following the establishment of a second opposition group and consideration of the political balance and impact on 'ordinary committees of the council. The Council is required to comply with the provisions of the Local Government and Housing Act 1989 and the Local Government (Committees and Political Groups) Regulations 1990 in terms of political balance when appointing 'Ordinary' Committees – that is, committees appointed under section 102(1)(a) of the Local Government Act 1972. Subsequently, in keeping as closely with the principles of the Local Government and Housing Act 1989 it was resolved that Cllr Lotte Collett replace Cllr O'Donovan on Strategic Planning Committee. As set out in Appendix 1 of the report to Council and also the strategic Planning Committee Protocol agreed at Council on 18th March 2021, the Membership of the Planning Sub-Committee shall be the same as the Strategic Planning Committee

1.2 The purpose of this report is to note the appointment of Councillor Collett as a member of the Planning Sub Committee and to also note that she has received the required training to allow her to participate in this Sub Committee.

2. Cabinet Member Introduction

N/A

3. Recommendations

Strategic Planning Committee are asked to:

i) Note the appointment of Councillor Lotte Collet to the Planning Sub Committee

Haringey LONDON

4. Reasons for decision

As set out above.

5. Alternative options considered

As set out above.

6. Background information

6.1 As set out above

7. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

The Chief Finance Officer confirms that there are no financial implications arising from the recommendations in this report.

Head of Legal and Governance

The Assistant Director of Corporate Governance has been consulted and approves the content of this report.

Equalities and Community Cohesion Comments

The Council has a public sector equality duty under S149 of the Equality Act 2010 to have due regard to need to:

- tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- advance equality of opportunity between people who share those protected characteristics and people who do not;
- foster good relations between people who those characteristics and people who do not.

An initial screening of the proposals in this report has been completed and the proposals carry no implications for any aspect of the duty outlined above.

8. Use of Appendices

None

9. Local Government (Access to Information) Act 1985

9.1 The following papers were used in the preparation of this report:
(i) The Council's Constitution

MINUTES OF MEETING

Planning Sub Committee held on Monday 6th November 2023, 7.00 – 9:17

PRESENT:

Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), John Bevan, Cathy Brennan, Sue Jameson, Scott Emery, Emine Ibrahim, Alexandra Worrell, George Dunstall and Sean O'Donovan

1. FILMING AT MEETINGS.

The Chair referred to the notice of filming at meetings and this information was noted.

2. PLANNING PROTOCOL

The Chair referred to the planning protocol and this information was noted.

3. APOLOGIES

Apologies were received from Councillor Bartlett.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES

Minutes 16th October. APPROVED

7. PLANNING APPLICATIONS

The Chair referred to the note on planning applications and this information was noted.

8. HGY/2022/4552 & HGY/2023/0236 BRAEMAR AVENUE BAPTIST CHURCH, BRAEMAR AVENUE, WOOD GREEN, LONDON, N22 7BY (PAGES 7 - 176)

Valerie Okeiyi introduced the report. This report was planning application for the demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.

Listed building consent application for demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1,

part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.

The following was noted in response to questions from the Committee:

- The point that was mentioned in the objection was that the allocation of housing to the pastor shouldn't be counted as a unit that contributes to housing in the borough. The Planning Officers assessment was that this was not correct. This would still go into the pool of housing in the borough and could be occupied by a family.
- The blue badge spaces were to service the residential element of the development proposal. This complied with the London plan in terms of the 10% Blue Badge parking for the 15 units.
- This was not an enabling development and that was made clear in the addendum. An enabling development was a specific term in an assessment of policy which says that you are allowing something that's harmful to heritage in the interest of benefiting heritage. The viability assessors had used that term incorrectly. There were works being done to the church, but officers were not saying in this case that there was a harm to heritage that wouldn't normally be accepted.
- Haringey's housing target was 1592 dwellings per annum. That was assessed by the GLA and the borough's own reviews of housing needs. If the Council does not deliver on that, there would be impacts on how planning applications would be assessed. Currently Haringey does not have a 5-year housing land supply, which means that decisions are subject to the 'tilted balance'; which weakens decision making. However that is not in play In this case, where officers have found the application to be in line with policy.
- In planning policy terms, there is also the issue of meeting the needs of residents. Whilst there is an important need for affordable housing, there is also a need to meet targets in terms of private housing. The viability assessment has shown that affordable housing was not viable. Even with no land value. A small development of 15 units, there is not an economy of scale to viably deliver affordable housing.
- A version of the viability where the pastor's allocated home was assessed as a private unit only provided a surplus of £30,000. This would have been available for a payment in lieu, but the appraisal was not based on the Community Infrastructure Levy contributions that are in the report. Once the section 106 obligations for children's play space and the transport mitigation are included they wipe out the potential surplus that you would have allowed for a payment in lieu. The numbers did not support the pastor's house being provided as an affordable home. Ultimately, this was a decision that the developer had made.
- In terms of the policy and affordable housing, anything over 10 units would trigger a policy that required on site affordable housing. However, that was subject to viability. It is not an absolute requirement if the viability evidence shows that affordable housing can not be provided. Officers are satisfied that the viability experts have interrogated this sufficiently and looked at these issues.
- The actual child yield was based on the GLA calculator. With regards to the amount of £2660.00, that was the amount for the off-site Child Place based provision. This requirement is set out in the planning obligations, SPD (supplementary planning document). There is a formula used to come to this figure.
- There would be a lift in the new glazed link which would access the basement.

- The design officer was confident that the appearance was appropriate to the context, the use of brick was a durable material. Officers do not insist on pastiche to match context. Officers sought a contemporary design that harmonised with context, the brick would match a broad range of colour of bricks in the existing context. There was a great deal of discussion about whether there should be colour matching with the church, the simplicity of the pink brick has been settled on. There were a variety of different architectural styles in the area. The design officer was confident that this would be a good contemporary building.
- Officers sought to strike the right balance between pinning down the obligations to restore the church building and provide the community use without making it difficult for the applicant to deliver this. The Applicant would need some residential units to sell to generate income to do that restoration work. Due to this, the applicant was concerned by not being able to occupy more than 50% of the residential units. Officers looked at the value of the works and development and made sure the works to the church hall were secure.

Terrence McCarthy, Three Avenues Residents Association attended the committee and spoke in objection of the application.

- All TARA members strongly objected the proposal. The Church and hall are listed buildings in the Trinity Gardens Conservation Area. The development would dominate the protected view of the Church. The report obscures the substantial harm this development would have on the Community. TARA are particularly concerned about the loss of amenity to houses next to the development, particularly 1 Braemar Avenue. There was no proper impact assessment of present and future parking. The traffic report is inadequate and the travel action plan simply would not work. There would be no space for extra cars for visitors to the flats. They contended that despite a wholly inadequate consultation, it was revealing that of 109 community responses, not one was in support of the investment.

Cathy Lee, Three Avenues Residents Association attended the committee and spoke in objection of the application**.**

- She outlined that Aesthetics could be personal taste, and contended that this design was shocking. The proposal would negatively impact the setting of the listed building due to its height and it does not harmonise with the street. The report did not mention that the Church and it's Chapel were the only gothic Grade 2 listed buildings in the area, and the Bat survey was unconvincing. Residents were told that the development would be unviable if social or affordable housing would be included, yet there would be a free apartment for the Pastor. If this was meant to help Haringey, a condition should be that Haringey residents had priority.

Saara Idelbi, Three Avenues Residents Association attended the committee and spoke in objection of the application.

- With the affordable housing, a key point was that the calculations consider the costs of private enrichment of the applicant's interests. With the repairs, a free flat, and a new Church hall that enrichment stood at £1,541,656. She felt that without those costs, affordable housing must be viable and there was not an assessment showing it was not. It was explicit in the report that no affordable housing was being provided. She contended that theapplicant was not complying with planning law because the

money was being used to fund repairs to a listed building which was, contrary to what's said, an enabling development. The Tin Chapel was a listed non designated heritage asset and that value had not been assessed. The true value of the heritage assets in a conservation area therefore could not be weighed.

Councillor Mary Mason, representing Bounds Green ward attended the committee and spoke in objection of the application.

- This proposal was not as set out a needed or wanted community development. There were plenty of church halls, community halls and schools with halls to rent in the area. The area hasn't got any free or easily accessible community space for the residents, of which over 40% of people are impoverished. The biggest problem wasn't a lack of high-quality dwellings, but the lack of social housing for the 4000 children in temporary accommodation.

The following was noted in response to questions from the committee to the objectors:

- There is a definition of community use set out in the London Plan, there are no conditions on where users of the building would be coming from. The policy says this should be provided and enhanced where possible. There are some validity to the concerns of residents but in pure planning terms, the only material consideration was that this would function as a community use. The additional condition was to provide some enhancement to ensure that it maximised the potential use of the building for the community.
- It would be a breach of the local and London plan if there would be no provision of community uses in the proposal. This was in line with DM49 (DM39 was stated but corrected later in the meeting) and found this to be an acceptable balance.
- There was simply not enough money to viably provide the policy compliant benefits and affordable housing.
- It was viewed by residents that the way planning officers had described objections from the community was inaccurate and mischaracterised. A summary seemed to have been provided, whereby there were 180 pages worth of objections.
- There would be members of the public who would be able to look into windows walking past, but this was not the same as looking across windows on the 1st/2nd floors. The closest separation distance was 20 metres. To mitigate loss of privacy, windows had been amended to high level windows and the terrace was non accessible.

The Applicant, Mandip Sohota spoke in support of the application.

- This application follows extensive discussion with officers. Since then, there had been four pre application meetings. The applicant had also presented the scheme to the Quality Review Panel and to residents. There had been continued dialogue with officers throughout that period. The facility that was proposed would serve the needs of the Church, including its Sunday school and other church related activities. There would also be the opportunity for the new Church Hall to be used by the local community. This would offer a flexible space that could accommodate a variety of activities or hired for other appropriate events, which would also provide a vital income stream for the church. Whilst the affordable units could not be delivered due to the viability, the sale of these flats would create the necessary funds required to deliver the community's benefits. Without these funds, the Church would not be able to deliver on these ambitions. The 15 flats would also contribute towards the housing stock in the borough. It's noted that the Council at the present time is unable to fully

evidence its five-year housing land supply and therefore these new homes contributed to meeting that identified target.

- In terms of the ridge of the proposed development, it would be at the top floor. The Officers had proposed a condition that secured the details to ensure that was correct.

The following was noted in response to questions from the committee to the Applicant.

- Even if the Pastor's accommodation was sold privately as part of the development, there still wouldn't be sufficient funds to provide any affordable housing. There would still be a deficit. This scheme was at roughly 9% GDV. The normal expectation would be roughly 17% to 20% GDV. It was substantially lower than where a private developer would be. This would not be the first scheme of this nature. It all started with the Church; the Applicant would be working for the church. The starting point was to create the community hall and funds would need to be generated that would deliver those works.
- The Applicant had comments about the previous design, the main objections to it were in terms of the size, scale and bulk. Concurrently, the applicant was having discussions with the design officers and conservation officers and went through the Haringey Council's Quality Review Panel. Officers welcomed the Applicant to submit the application.
- In terms of the Community use, the Applicant had always said that this firstly meets the needs of the Church. The Church have specific requirements in terms of Sunday service and Sunday school. However, there would always be opportunities for further community use. The Applicant saw this as a flexible space. It would be in the basement and was designed to be robust. It could take a range of different uses.
- Comments from officers and residents had informed where the applicant had got to with the proposal. It was visible how different the previous scheme was compared to the scheme that was now being proposed. There were quite considerable changes made. The Applicant did not think it was fair to say residents were ignored. There were lots of contrasting and conflicting things that needed to be considered, it was not an easy process.
- With the applicant's agreement, officers could enhance the additional condition that was included in the Addendum (condition 39). Based on some of the points discussed, this could include an element of prior engagement with the local community to understand their needs. On the point of marketing and priority to Haringey residents, there was no planning policy basis for this. Officers thought that this would be best listed as an informative.
- The Applicant had submitted revised drawings which addressed the doors opening inwards.
- When the Applicant had first consulted residents, there were 16 units being proposed. The proposal now has 15 units within the scheme, therefore there was some loss in terms of the overall mass and bulk. The applicant had also changed the stepping arrangement on the Braemar Avenue facade. There was more of a chamfer on the final scheme that gave a deference to the listed building. Quite significantly, there was a change in building materials. It was now a predominantly brick building, it would be more traditional in terms of the brick palette and reflected the Edwardian properties along the street. Some of the stepping towards the rear of the property had also been reduced. The applicant had also changed some of the windows and the use of the terrace. This would help ensure that the potential for overlooking was mitigated.

The Chair asked Robbie McNaugher, Head of Development Management and Planning Enforcement to sum up the recommendations as set out in the report. It was noted that the Bat survey needed to be completed again. There was an amendment to condition 39 to include engagement on the needs of residents. There was also an informative which requested that the applicant give priority to residents in their sales.

Cllr Ibrahim put forward a motion to reject the proposal on the basis of lack of affordable housing. Robbie McNaugher, Head of Development Management and Planning Enforcement advised that the viability evidence did not support this and this reason would be unlikely to be successfully defended at an appeal. Matthew Barrett, Senior Legal Officer advised that procedurally the motion was valid, subject to being seconded. Cllr Brennan seconded the motion. Following a vote with 5 for, 4 against and 0 abstentions the motion to refuse permission was carried.

RESOLVED

That the Committee **rejected the proposal for planning permission.** The reason for this was due to the lack of affordable housing within the proposal.

9. UPDATE ON MAJOR PROPOSALS (PAGES 177 - 192)

To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals was also included.

There were no queries on the report, The Chair noted that any queries could be directed to the Head of Development Management.

RESOLVED

This report was noted.

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 193 - 282)

To update on progress of proposals for Major Sites.

There were no queries on the report, The Chair noted that any queries could be directed to the Head of Development Management.

RESOLVED

This report was noted.

11. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

12. DATE OF NEXT MEETING

The date of the next meeting is 11th December.

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REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2023/2099 **Ward:** St Ann's

Address: Chesnuts Park, St Ann's Road N15

Proposal: Construction of a sustainaable urban drainage and associated play features and biodiversity enhancements.

Applicant: Simon Farrow London Borourgh of Haringey

Ownership: Council

Case Officer Contact: Sarah Madondo

Committee Site Visit Date: 8/12/2023

Date received: 15/08/2023

Last amended date: N/A

1.1 The application is being reported to the Planning Sub Committee, as the Council is the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide a sustainable urban drainage basin that would prevent future flooding of residential properties as part of the council's flood mitigation measures in a natural way that also enhances biodiversity and provides play areas that would make a positive contribution to the existing park.

- The proposed scale and design of the development is of good quality and has a positive impact on the visual appearance of the area.

- There would be no material adverse impacts on the amenity of surrounding residents.

2. RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Assistant Director of planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informative.

2.2 That the delegated authority be granted to the Head of Development Management or to make any alterations, additions or deletions to the recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Summary Lists of Conditions

Summary Conditions (a full text of recommended conditions is contained in Appendix 1 of this report)

1) Development begun no later than three years from date of decision;
2) In accordance with approved plans
3) Cycle Parking;
4) Management and Maintenance Plan;
5) Construction Management Plan;
6) Tree Protection Plan;
7) Arboricultural Method Statement;
8) Tree Survey and
9) Biodiversity Management and Monitoring Plan

Informative

1) Hours of construction
2) Thames Water

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

APPENDICES:

Appendix 1 Planning Conditions and Informatives
Appendix 2 Plans and Images
Appendix 3 Consultation Responses - Internal and External Consultees
Appendix 4 Representations

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application for the construction of a SuDs (sustainable urban drainage) basin and associated play features and biodiversity enhancements.

Image 1 – visualisation of the proposal within the park

3.1.2. The proposal is for a flood alleviation scheme, which seeks to manage water more sustainably, creating a provision for biodiversity, improving climate resilience and decreasing flood risk to properties downstream. The proposal would comprise of a storage basin, terraced to provide lower permanent wetland areas and another higher-level terrace, which will only be inundated during flood events. The lower basin forms a low-flow channel, which will carry day-to-day flows and a wetland, cleaning the water through reedbeds and returning the water back to the sewer.

3.1.3. The upper basin will operate as a recreational space for the majority of the time and will incorporate natural play and wildlife features, picking up on educational

use, viewing platform, timber play features and seating within an amphitheatre configuration.

Image 2: Site location Plan

3.2 Site and Surroundings

3.2.1 **T**he application site is part of the existing Chestnuts Park situated between St Ann's Road and Cornwall Road. Chestnuts Park is a mature tree lined rectangular open space with typical parkland features offering a mixture on informal and formal amenity and recreational uses. The park is located within St Ann's Conservation Area and the site is within a Significant Local Open Space and a Local Ecologically Valuable Site. The site is designated as Sites of Importance for Nature Conservation (SINCs).

3.2.2 The Chestnuts Community Centre is The Chestnuts Community Centre is situated in the south-eastern corner of the site, adjacent to St Ann's Road and Cornwall Road. Chestnuts Café is located on the southern boundary of the park, opposite the hospital. A tennis court, football pitch and outdoor gym are located within the park boundary, north of the community centre. Centrally, the park consists of open grassland, with footpaths bordering the park. The area to the South of Chestnuts Park is currently occupied by St Ann's Hospital, the northern section of which contained a series of Victorian buildings within the Conservation Area (CA).

3.2.3 The area to the South of Chestnuts Park is currently occupied by St Ann's Hospital, the northern section of which contains a series of Victorian buildings within the Conservation Area (CA). There is a planning application that has been recently approved for a large-scale mixed-use, residential-led development consisting of new-build and refurbished buildings and new public realm.

3.3.4 The park is located within Flood Zone 1 and therefore not at risk from fluvial flooding. The park however, is located within a Critical Drainage Area. The park historically was used as watercress farm, with watercourse traversing the site (SW-NE) which has since be culverted.

Image 3: Birds Eye View site Context Plan

3.3 Relevant Planning History

3.3.1 HGY/2008/0080: Construction of pergola in Chestnuts Café garden – Approved 2008

3.3.2 HGY/2004/2572: Construction and siting of 3.6m high community sculpture- Approved 2005

3.3.3 HGY/1996/0815 Change of Use of existing public conveniences to (A3) cafeteria – Approved 1996

3.4 Relevant Enforcement History

3.4.1 None

4. CONSULTATION RESPONSE

4.1 **Application Consultation**

4.1.1 The following were consulted regarding the application:

Internal:

1) LBH Transport: No objection subject to obligations and condition to secure cycle parking details and Construction Logistics Plan.

2) Lead Local Flood Authority: Supports the application.

3) LBH Conservation Team: No objection and supports the application.

4) LBH Parks: No objection and supports the application.

5) LBH Arboriculturist Officer: No objection, subject to conditions.

External:

6) Thames Water: No objection, subject to informative

7) Natural England: No objection and supports the application

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

235 Neighbouring properties
Chestnuts Primary School
Friends of Chestnuts Park

2 site notices were erected close to the site

5.1.1 The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses:

Objections: 27
Supporting : 0

5.1.2 The following Councillor(s) made representations:

None

5.1.3 The following issues were raised in representations that are material to the determination of the application and addressed in the next section of the report:

Scale & Design

- Too big for Chestnuts Park for a relatively small park;
- Inappropriate development in Chestnuts Park;
- Out of character;
- Excessive development; and
- Basin size excessive and location not inappropriate
- Eyesore

Amenity

- Reduction of open space;
- Negative impact on the park;
- Increase in littering/waste;
- Odour;
- Anti-social behaviour;
- Overbearing-overpower, altering its nature
- Oppressive and change the open aspect/nature of the park

Management & maintenance

- Not enough resources to maintain the project
- Misconnections with Thames water infrastructure;
- Noise nuisance, disturbance and odours;
- Management challenges;
- Inadequate Risk Management; and
- Lack of resources
- Lack of professional framework for managing and experimental project

Environmental Impacts

- Potential to improve water

- Risk of contamination from surface water drains, especially from misconnection of foul water;
- Risk of flooding;
- Risk of drought and
- Lack of adequate risk management strategies and failure of understanding of co-production with local stakeholders organisation.

Others

- Flaws and errors in the documents posted on the planning site; and

Officer Comments**:** *Officers considers that all the necessary documents have been submitted with the application; therefore the documents posted on the website are sufficient for the purposes of determining this application*.

- Lack of consultation –level of consultation has not been adequate for the scale of project this size.

Officer Comments**:** *The residents/stakeholders were given extended time to submit comments. The consultation period expired on 6th September, and this was extended to 21st September 2023. Hedley Planning Services was commissioned by the applicant to prepare a Statement of Community of Involvement (SCI), which indicates that the consultation strategy was undertaken. The consultation strategy included, use of the 'Common place,' Website and Online Survey, In-person Consultation Events and Steering Group Meetings with Key Stakeholders. Therefore, it is considered this level of consultation has been adequate for the purposes of determining this application.*

- Rushed planning process

Officer Comments: *As stated above a Statement of Community was submitted which indicates that they were several stages of engagement undertaken before the application was submitted. The process also involved internal discussions, planning pre-app discussions and external discussions with stakeholder's forums.*

- Project is different from the one that got funding

Officer Comments: *As per submitted documents, three options were considered, however option 1 was the preferred option. The applicant submits there has been some changes to the originally proposed scheme but all to ensure the success of the scheme, to protect mature trees and ensure public safety. Option 1 would deliver the outputs required by the GLA and this option will take up less land from the existing park, not damage any mature trees and ensure the safety of park users.*

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development – Flood risk/drainage and impact on open spaces;
2. Design and appearance in a conservation area;
3. Heritage Impacts;
4. Impact on the amenity of adjoining occupiers;
5. Parking and highways safety;
6. Trees and Ecology

6.2 Principle of the development –impact on open space and drainage

6.2.1 Paragraph 11 of the NPPF (2023) aligns with Policy SP0 of the Local Plan, by outlining the presumption in favour of sustainable development. The policy outlines how the Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey.

6.2.2 The NPPF provides strategic guidance on the provision and need of flood defences especially in light of climate change. Paragraph 153 of the NPPF states:

Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures

6.2.3 The NPPF at para 169 gives clear support for SuDs and the multifunctional benefits they can provide. Policy G1 of the London Plan states green features in the built environment should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part b) of Policy G4 goes on to state that development proposals should not result in the loss of protected open space.

6.2.4 London Plan Policy SI 12 states that Natural Flood management methods should be employed in developments proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

6.2.5 Policy SP13 of the Local Plan, states that new development shall protect and improve Haringey's parks and open space. Furthermore, this policy goes to state that all development shall protect and improve sites of biodiversity and nature conservation.

6.2.6 Part b) of Policy DM20 of the DM DPD states that reconfiguration of open space will supported where:

a It is part of a comprehensive, deliverable scheme;
b There would be no net loss of open space;
c It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would secure a viable future for the open space; and
d It would not be detrimental to any environmental function performed by the existing open space.

6.2.7 Policy SP5 of the Local Plan and Policy DM24 of the DM DPD seeks to ensure that new developments reduces the risk of flooding and provides suitable measures for drainage. Policy SP5 specially states that development shall implement SuDs from strategic to individual site level to improve water attenuation, quality and amenity.

6.2.8 Policy DM 25 states that where Sustainable Drainage Systems are implemented they should be expected to:

a. Meet the requirements set out in the Councils' relevant local standards and guidance, or national standards where agreed;
b. Incorporate measures identified in the Surface Water Management Plan;
c. Be designed to maximise biodiversity and local amenity benefits, and where appropriate, ensure that SuDs techniques provide for clean and safe water at the surface ;
d. Improve water quality; and
e. Function effectively over the lifespan of the development

6.2.9 Policy DM26 of DM DPD states that all proposals for new development within a Critical Drainage Area (CDA) will be required to incorporate measures to reduce the overall level of flood risk in the CDA.

6.2.10 In Policy DM 27, the Council will seek to protect and improve the quality and quantity of groundwater resources within the Borough and Policy DM28 seeks to protect and enhance watercourse/flood defences.

6.2.11 The site falls in a Critical Drainage Area and is within close proximity to several properties downstream of the park, which have a history of flooding. The Council's Highways Team, working in partnership with the Friends of Chestnuts Park and The Haringey Rivers Forum, secured funding from the Greater London Authority (GLA), Thames21 and the Environment Agency to deliver a flood alleviation scheme within Chestnuts Park**.**

6.2.12 The proposal is the construction of a new attenuation basin to improve surface water drainage/quality and provide flood storage capacity on an existing area of open space that is Chestnuts Park.

6.2.13 The primary focus of the scheme is to provide a Rainscape / natural flood management feature within the park that would protect at least 98 residential homes from flood risk. The added benefits of the scheme are to improve biodiversity by 38.09% through the introduction of the wetland, improve climate change resilience and, increase the social / education value of the park to the local community.

6.2.14 The proposals have been reviewed by the Lead Local Flood Authority (LLFA), which advises that the principle of the basin is acceptable, as it will reduce the overall flood risk within the catchment area, particularly for lower return period events.

6.2.15 Whilst, concerns have been raised in relation to the impact on the park the proposal is considered to enhance the park whilst also achieving drainage and other benefits. The applicant has advised that the scheme is located in an area of the park that already suffers from ponding and water logging at times of increased rainfall. In response to stakeholder feedback the applicant reduced the size of the proposal and made it multi-functional thereby minimising the loss of recreational space. Its location allows for the remainder of the open grassland to be uninterrupted by the feature and as noted above there is minimal visual impact from the scheme.

6.2.16 The feature has been designed with only low hedges so as to not create an issue of anti-social behaviour, with there still being good visibility across the park. It is noted that in periods of very dry weather and therefore lower water flows there may be a slight odour from the water, entering the basin but the planting has been selected to mitigate some of this and Thames Water is currently undertaking a project that will address some of the odour sources. This scheme will not connect the pipework that has the higher level of contaminants until this project has been completed by Thames Water. The maintenance and management plan has a monitoring regimes to continually monitor water quality and a process for if water quality becomes an issue.

6.2.17 Part C) of Policy DM 25 emphasis that the key benefits of SuDs when implemented and it is considered that the provision of a flood alleviation scheme within Chestnuts Park would achieve these benefits thereby complying with aims of this policy. As the scheme would protect at least 98 residential homes from flood risk. Increase biodiversity by at least 38.09% and meets the Council's priorities of climate change.

6.2.18 Overall, the proposal would provide a sustainable urban drainage basin that would prevent future flooding of residential properties as part of the council's

flood mitigation measures in a natural way that also enhances biodiversity and provides play areas that would make a positive contribution to the existing park.

6.3 Design and appearance in conservation area

6.3.1 Chapter 12 of the NPPF (2023) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.3.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

6.3.3 Policy D4 of the London Plan (2021) notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant.

6.3.4 Policy D5 of the London Plan (2021) ensures that development proposals achieve the highest standards of accessible and inclusive design. Taking into account London's diverse population, developments must be convenient and welcoming with no disabling barriers.

6.3.5 Policy DM2 of the DM DPD (Accessible and Safe Environments) explains how development proposals should ensure that they can be used safely and easily by all, improving people's access to social and community infrastructure, improve and create safe and accessible pedestrian and cycle routes and should not impede on pedestrian and cycling permeability.

6.3.6 Chestnuts Park is rectangular open space with typical parkland surrounded by mature trees. The applicant has set out that three design options were established as a result, of the feedback received from public consultation and key stakeholders meetings. Landscape Sketch Option 1 was preferred as it addressed constraints raised by the key stakeholders. In terms of size, the original proposal was approximately 5,200m2; however, this was reduced to 2,145m2 of which 1,047m2 would be recreational space for the majority of the year when the basins are not filled with water.

Image 4: Landscape of Proposed Plan

6.3.7 As stated above the design, location and size of the SuDs basin was developed following an engagement/collaboration with stakeholders including the Friends of Chestnut Park who were a part of the steering group. The proposal was developed mindful of the impact on the existing use of the park aiming to strike the right balance in terms of the layout, scale and site area to deliver the flood alleviation scheme. The feature proposed is multi-functional, which mitigates for any loss of amenity within the open green space and provides an alternative recreational use.

6.3.8 The design of SuDs feature is such that it would have a dual function whereby lower basin area would predominantly operate as a wetland and the upper basin area will function as a storage feature, typically needed during times of very heavy/ persistent rainfall and/ or storm. Generally, it is expected that the upper basin will function as an amenity space and natural play area, with a viewing platform and timber play features, allowing use for educational purposes.

6.3.9 Furthermore, as the park is located within the catchment of five local schools and the inclusion of habitat/recreational dual function in the design would create a unique learning environment for pupils. As result, it is considered that the proposal would improve the usability of the park, add variety and increase value of the park to the wider community. Therefore, it is considered that this proposal would make a positive contribution to the park.

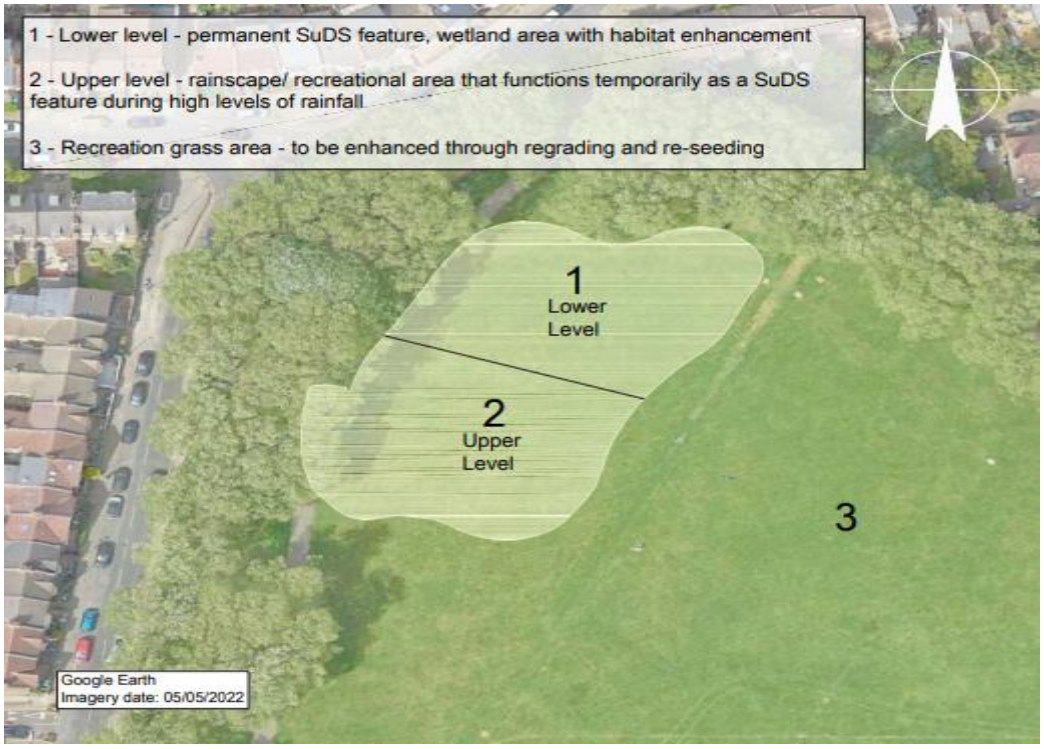


Image 5: Upper/Lower Basin

6.3.10 Overall, the proposal follows design guidance, aims to maintain the recreational uses of the site whilst also increasing biodiversity, flood alleviation and enhancing the existing park. The proposed flood alleviation scheme would not significantly alter the character of the existing park but rather add visual interest. As noted above the feature is adding to the uses within the park through increased bio-diversity, natural play and educational opportunities rather than removing recreational space. As a result, in design terms it is considered that the proposal would appear visually interesting and would not appear out of character, therefore acceptable in design terms.

6.4 Heritage Impact

6.4.1 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 202 of the NPPF states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.4.2 Policy HC1 of the London Plan seeks to ensure that development proposals affecting heritage assets and their settings should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy

SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

6.4.3 Policy DM9 of the DM DPD further states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account.

6.4.4 Chestnuts Park, formerly known as Chestnuts Recreation Ground, is a well-used local facility. Chestnuts Park is characterised by its sense of openness and by its mature trees, shrubs, railings and historic gates and gate piers that define its boundary. The park is located within St Ann's Conservation Area and the site is designated as Sites of Importance for Nature Conservation (SINCs).

6.4.5 The Conservation Officer has reviewed the proposal and its impact on the heritage asset and advises that the proposal is not considered to have an impact on the character/ setting of heritage assets and the conservation area. On this basis, the Conservation Officer advises that there is no objection to the proposed development and the application is fully supported.

6.5 Impact on neighbouring amenity

6.5.1 London Plan Policy D6 outlines that design of new development proposals must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

6.5.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents. These issues are considered below.

6.5.3 The proposed development is not expected to give rise to a significant increase in terms of noise. There is a substantial separation distance from residential properties approximately 39 to 42 metres away from properties on La Rose Lane, at least 34 metres from properties on Cranleigh Road and 30 metres from Clarence Road as seen (**Image 6**) below. Therefore, there will be no material loss of privacy to neighbouring properties. The proposal is acceptable in

Image: 6 Separation distance

6.6 **Parking and Highway safety**

6.6.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

6.6.2 The site has a Public Transport Accessibility Level (PTAL) of 2, which is considered 'poor' access to public transport services.

6.6.3 The Transportation Officers have reviewed the proposal and advises that given that site attraction, it is appropriate to encourage sustainable active travel. As such, a planning condition requiring submission of details for provision of 4 x 'Sheffield' cycle parking stands within the park would be attached. In addition, a condition requiring the submission of a construction logistic management plan, prior to start of works would be attached.

6.6.4 Subject to the Conditions included at Appendix 1, Officers consider that the proposed scheme would not have any undue impacts on the road network, and through the inclusion of cycle parking, would encourage sustainable active travel.

6.7 Trees, Ecology and Biodiversity

6.7.1 Policy G7 states that existing trees of value should be retained and replacement trees should be shown to be adequate through an appropriate tree valuation system. Policy DM1 of the Development Management DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site.

6.7.2 Policy G6 states that Sites of Importance for Nature Conservation (SINCs) should be protected and seeks to secure biodiversity net gain. Policy G7 states that existing trees of value should be retained and replacement trees should be shown to be adequate through an appropriate tree valuation system.

6.7.3 Policy SP13 of the Local Plan seeks to protect and improve open space and provide opportunities for biodiversity and nature conservation. Policy SP11 promotes high quality landscaping on and off-site.

6.7.4 Policy DM1 of the Development Management DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site.

6.7.5 Policy DM19 states that developments adjacent to SINCs should protect or enhance the nature conservation value of the designated site. Policy DM20 states that development that protects and enhances Haringey's open spaces will be supported. Reconfiguration of open space is supported where there is no net loss of open space across the site.

6.7.6 Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.7.7 The applicant has submitted an arboricultural impact assessment (AIA). The report indicates that there are no tree works and none to be removed.

6.7.8 The Council's Tree Officer was consulted and initially had concerns about the location of the storage area in relation to Root Protection Areas (RPAs). However, this has been addressed by the applicant and the Council's Tree Officer advises that the minor concerns have been addressed and that appropriate protection measures will be implemented to limit the impact on existing trees via a condition as such, it is considered that the proposed development is acceptable.

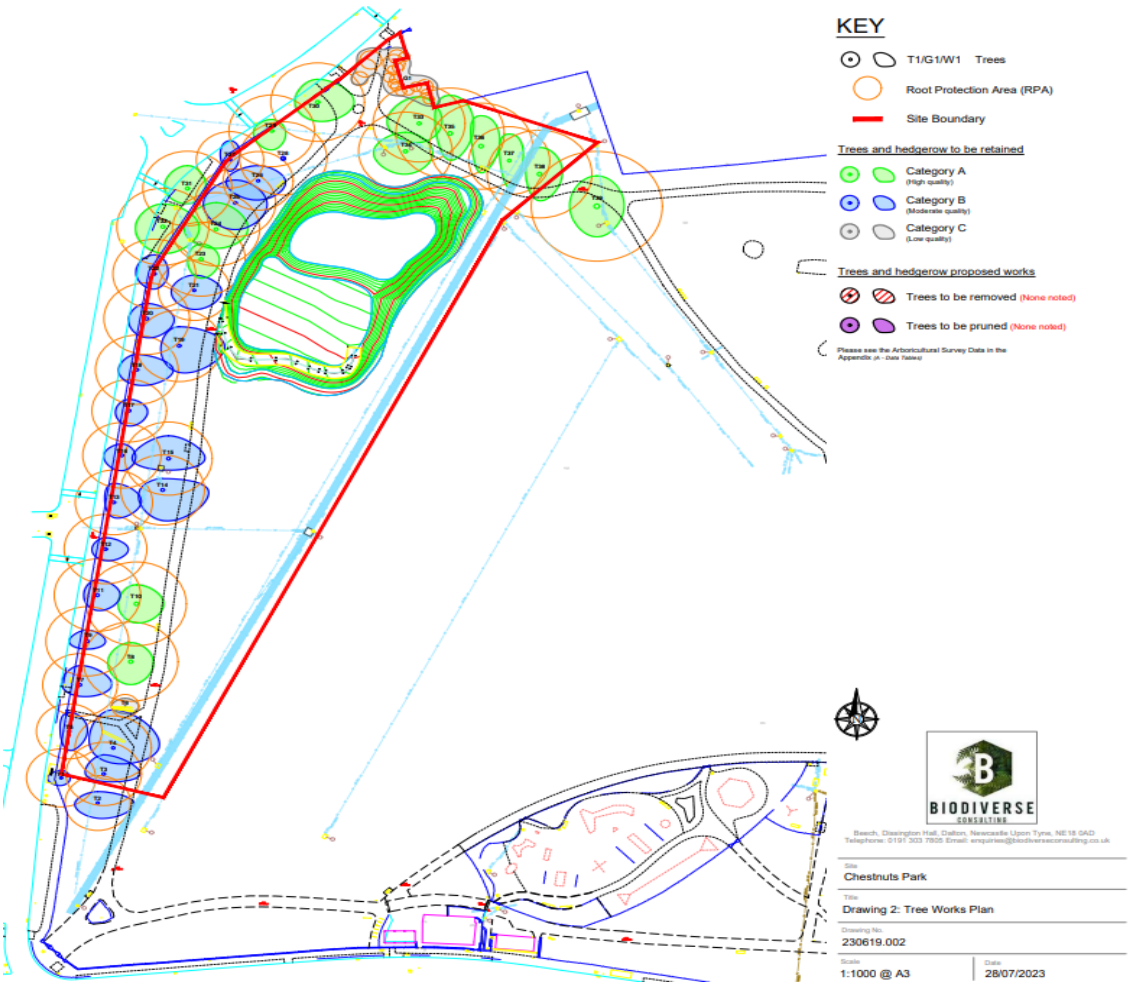


Image 7: Tree work plan

Ecology and Biodiversity

6.8.1 Paragraph 179 d) of NPPF state that minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

6.8.2 Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.8.3 Biodverse Consulting Ltd was commissioned by the applicant to undertake a Biodiversity Net Gain Assessment of Chestnuts Park. The assessment revealed that there are opportunities for biodiversity enhancement, including the retention and enhancement of existing habitats of value. That assessment showed that they would be net gain in biodiversity by at least 38.09%.

6.8.4 The Nature Conservation Officer has reviewed, the Biodiversity Get Gain Assessment and advises that the development is acceptable; as it seeks to enhance ecological features and that the proposed mitigation and enhancement measures are satisfactory and would enhance the ecological value of the SINC.

6.9 Conclusion

6.9.1 The proposed development would protect 98 residential properties downstream from flooding and overland flow. The proposed flood alleviation scheme would increase biodiversity by at least 38.09% and increase the social/education value of the park. Furthermore, the proposed development has being supported by the Environmental Agency and the GLA, and meets the Council's priorities of climate change. These benefits are considered to present sufficient material weight for the Local Planning Authority to support this application.

6.9.2 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7.0 **RECOMMENDATIONS**

GRANT PLANNING PERMISSION subject to the conditions and informative

Appendix 1: Conditions & Informative

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

   Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

   12609983-GHD-XX-XX-DRG-LA-00001-REV P04
   12609983-GHD-XX-XX-DRG-LA-00002-REV P02
   12609983-GHD-XX-XX-DRG-LA-00010-REV P01
   12609983-GHD-XX-XX-DRG-LA-00011-REV P01
   12609983-GHD-XX-XX-DGR-LA-00012-REV P01
   12609983-GHD-XX-XX-DGR-LA-00014-REV P02
   12609983-GHD-XX-XX-DGR-LA-00016-REV P01
   12609983-GHD-XX-XX-DGR-LA-00017-REV P02
   12609983-GHD-XX-XX-DGR-LA-00018-REV P01
   ARORICULTURAL IMPACT ASSESSMENT July 2023
   BIODIVERSITY NET GAIN ASSESSMENT
   ECOLOGICAL IMPACT ASSESSMENT
   Landscape Seeding & Planting Patelette - 12609983-GHD XX-XX RPT-LA002 Design and Assessment
   Flood Risk Assessment date July 2023
   Preliminary Risk Assessment dated July 2023
   Statement of Community Involvement dated July 2023
   V3 Planning Statement dated July 2023
   Chesnuts Park Future Maintenance and Management Pan

   Reason: In order to avoid doubt and in the interests of good planning.

Cycle Parking

3. Prior to the commencement of development above ground, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 4 ‘Sheffield’ cycle parking stands have installed, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.
   Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling

Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

Management and Maintenance Plan

4. Prior to occupation of the development hereby approved, an updated Chestnuts Park management maintenance plan for the lifetime of the development, to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system.

Construction Management Plan

5. Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
b) The estimated peak number and type of vehicles per day and week;
c) Estimates for the number and type of parking suspensions that will be required; and
d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the
Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

Tree Protection Plan

6. Tree protective measures shall be implemented in accordance with the Arboricultural Tree Survey, prepared by Arboricultural Solutions, including implementation of the accompanying Arboricultural Impact Assessment and Tree Protection Plan, in Accordance with BS 5837:2012 and prior to

commencement of any development, site works or clearance and thereafter maintained and retained until the development is completed. Within the root protection areas no materials, plant, machinery or surplus soil shall be placed or stored thereon.

Reason: In order to safeguard the root systems of adjacent trees which are to remain after the building works are completed and in the interests of visual and amenity.

Aboricultural Method Statement

7. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Tree Survey

8. Prior to the commencement of the above ground works for the development hereby approved, a Tree Survey shall be submitted to the Council in writing.

Reason: In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Biodiversity

9. Prior to the commencement of above ground works for the development hereby approved, the recommendations of the approved Ecological Impact Assessment shall be complied with, and details of this compliance submitted to and approved in writing by the Council. For the avoidance of doubt these recommendations and submissions shall include:

AVOIDANCE

The following measures should be incorporated into the design of the development, including the construction phase, to avoid and reduce impacts on wildlife:

a. All works to be undertaken in accordance with the AIA5 to ensure the mature trees within and adjacent to the site boundary are retained and protected during the construction and operational phases of the development;
b. Avoid site clearance works during the nesting bird season (March to August inclusive) unless the site is checked by a Suitably Qualified Ecologist (SQE) and active nests are confirmed to be absent no later than 48 hours before works commence; and
c. All construction activities will be programmed to daytime hours where possible in order to reduce disturbance to sensitive nocturnal species, such as bats and roosting bird species.

COMPENSATION/ ENHANCEMENT

Compensation is proposed to address the impacts on habitats which cannot be avoided or mitigated:

g. Landscape planting shall include species native to the local area as well as berry and fruit bearing species alongside pollinator species, to provide increased foraging opportunities in the local area;
h. Landscaping area surrounding the SUDS will be managed to create areas of diverse grassland and hedgerow habitats that provide opportunities for invertebrates and small mammals such as hedgehogs; and
i. The development should provide opportunities for local invertebrate species through the installation of bug hotels made from natural materials such as spare wood which can be retained during construction or obtained locally.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.

INFORMATIVE: Hours of Construction Work

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

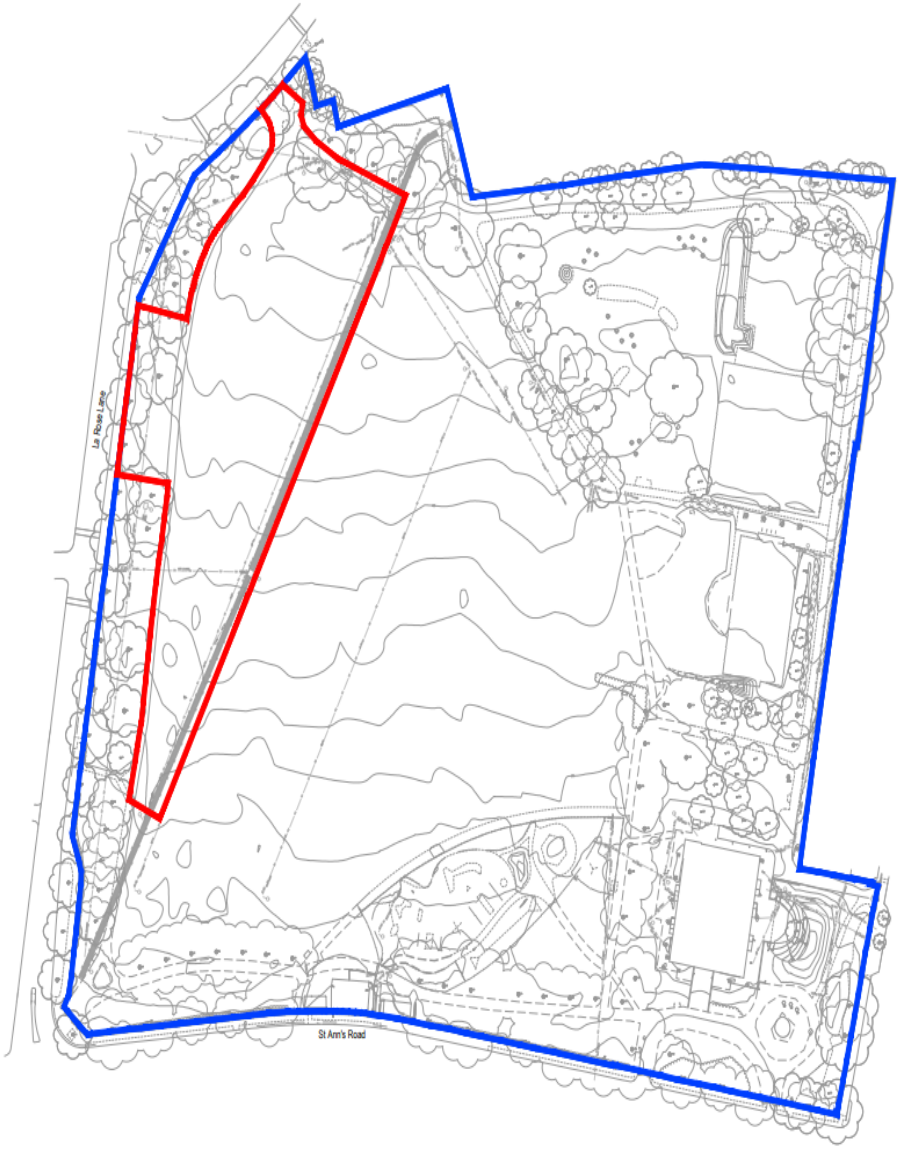
INFORMATIVE: Surface Water Drainage

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Thames Water

Thames Water will aim to provide customers with a minum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in

Appendix 2 – Drawings



Site location map

Proposed site plan

Example of similar SuDs scheme- Chingford Memorial Park in South Chingford

Existing view

Illustrative montage view 2

Existing view

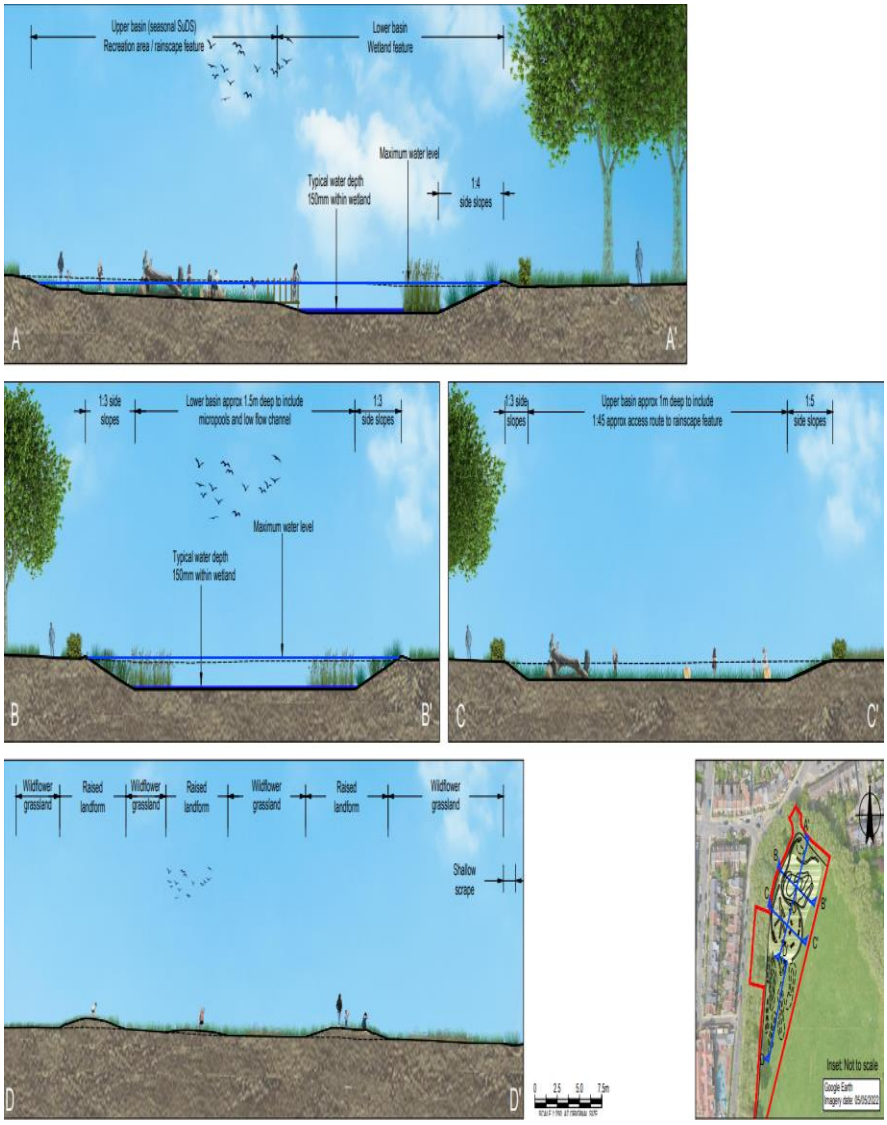
Proposed illustrative montage view 3

Existing view

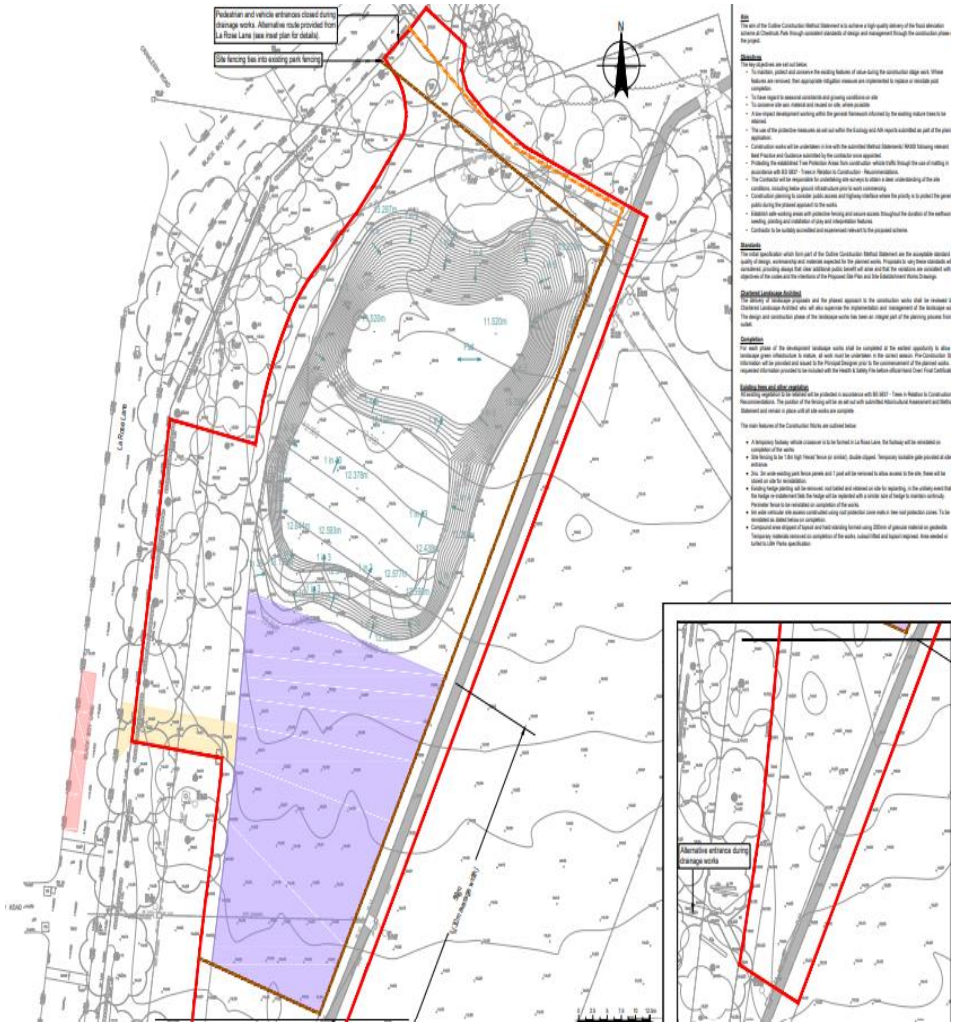
Illustrative montage view 4

3 D Image of SuDs

Landscape proposal plan



Illustrative landscape cross sections AA to DD



Outline **Construction method statement drawing**

Appendix 3: Consultation Responses from Internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL	Having reviewed the submitted Preliminary Risk Assessment document reference number M01600-11G_ENV02 dated July 2023 and Flood Risk Assessment document reference number M01600-11_DG02 dated July 2023 as prepared by McCloy consulting engineers, please see below some of our observations: a) The site is located within flood zone 1. The site along with many downstream properties are noted to be at risk of flooding from surface water. b) The development proposal is for the surface water runoff from the adjacent Thames Water surface water sewers to be diverted into the detention basin therefore creating additional capacity within the surface water sewer network. c) The proposal includes a SuDS detention basin comprising the addition of native mixed hedgerows, wildflower, modified and neutral grasslands and the addition of a play tree structure with wildflower meadow with associated pedestrian access paths	Support Noted

	and ramped access paths. d) The proposed SuDS basin will attenuate run-off, promote natural losses and slowly discharging water into the system, creating betterment in the wider catchment. e) After reviewing the pre and post development assessment as detailed within the hydraulic model, the effect of the development has been assessed as a substantial net benefit and the scheme proposal will result in attenuating run-off rates from the area into the network. The proposals will also intercept overland flow routes within the park that would naturally coalesce at the location of the proposed basin. f) The detention basin considered as “water compatible” as is principally rain water and as such the principle of the basin is acceptable as it will reduce the overall flood risk within the catchment, particularly for lower return period events. g) An application will be required to Thames Water to permit the discharge from the basin.	

	Therefore, in view of above, we are content with the above proposals if the SuDS basins and associated works are to be constructed as per the Flood Risk Assessment. We are satisfied that the impact of surface water drainage will be adequately addressed in this proposal.	
Arboricultural Officer	Follow up final comment	Support Noted: Subject to conditions
	Follow up final comment I am satisfied with the clarification and hold no objections to the proposal. The Tree Survey, drawings showing the Tree Protection Plan, and further arboricultural method statements can be conditioned. RE: Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) Order 2015 Application No: HGY/2023/2099 Proposal: Construction of SuDS Basin and Associated Open Space Site Address: Chestnuts Park, St Ann's Road, London N15 3AQ From an arboricultural point of view, I do have a few queries.	

	The location is within the St Anns Conservation Area. This protects every tree with a diameter at breast height (taken at 1.5m) >75mm. The wider surroundings, in and outside the Borough, have various designations including RAMSAR, SAP, SINC, LNR, Green Corridors, Metropolitan Land, Borough Importance, and SSSI An arboricultural impact assessment (AIA) has been submitted with details along with an Environmental Impact Assessment (EIA). The AIA has been carried out by Biodiverse Consultancy and is dated July 2023. The document follows British Standards 5837: 2012 Trees in Relation to Design, Demolition and Construction- Recommendations. I concur mostly with the (AIA) report including the tree quality classification categories. The large London Plane trees on the east and north boundaries make an impressive avenue providing all the benefits associated with larger trees that are our biggest assets within the peri urban environment. Their diameters at breast height vary	

	from 660- 860mm. Some of the literature gives the heights at 10m however, the AIA reflects the heights more accurately 10- 16m. The large canopies already intercept rain fall, and the trees themselves slow water flow allowing precipitation into the non-static environment of the soil profile (where there is no hardstand or compaction from footfall). I note that there are incursions into the notional root protection areas (RPAs) of T19, T21, T23, T28, T34, T35, and T36. This consists of contouring and changing levels. The RPA is a minimum requirement for the trees safe and overall retention. T28 is a pollarded London Plane tree. From the plans the incursions into the above RPAs look minimal however, we would like, to be more accurate and to assess, with the actual encroachments given as percentages. London Plane trees can tolerate a certain amount of disturbance. I also have concerns regarding the storage area. Different plans show variations. We would want assurances that the storage area is outside the RPAs. Access and egress have had the	

	necessary measures accounted for. However, we would want arboricultural method statements for any works or drain work within the RPAs. Unless the above concerns are fully addressed, I cannot fully support the application and proposal.	
Transportation	a. The site has poor public transport accessibility (PTAL=2). Given that visitors will be attracted to the site, it is appropriate to encourage sustainable and active travel. b. A planning condition requiring submission of details for provision of 4 'Sheffield' cycle parking stands within the park, for approval prior to start of works is required. The location of these stands should be discussed and agreed with Haringey Highway Officers. Reason: To support sustainable transport and promote active travel. c. A planning condition requiring submission of a Construction Management Statement, for approval prior to start of works is required. Reason: To ensure construction works	Support Noted: Subject to CMP condtion and cycle parking condition.

	are carried out safely and managed to minimise disruption to highway and park users. Subject to the above, there are no transport objections.	
Nature Conservation Officer	Reports for the Proposed Development, comprising a desk study search for baseline information on designated sites, habitats and protected species. Collectively seeking preliminary avoidance, mitigation and compensation measures of ecological enhancement. Key mitigation measures, biodiversity protection during construction and operational phases. All have been prepared to current good practice guidance covering relevant legislation and policy. Conclusion The development seeks to enhance ecological features and the proposed mitigation and enhancement measures are satisfactory.	Support Noted: Subject to condition
Conservation Officer	There is no objection to the proposed works form the heritage conservation stance. The application is fully supported.	Support Noted.

External		
Natural England	Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Priority Habitats and Species Priority habitats and Species are of particular importance for nature conservation and are included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. A list of priority habitats and species can be found on Gov.uk. Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here. Sites of Special Scientific Interest	Support Noted.

	Impact Risk Zones The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset SUMMARY OF NATURAL ENGLAND'S ADVICE NO OBJECTION Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. Natural England's generic advice on other natural environment issues is set out at Annex A. Page 2 of 2 designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website Further general advice on the consideration of protected species and	

	other natural environment issues is provided at Annex A. We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.	
Thames Water	Having reviewed the details, we have no comments to make at this time	No objection.

Appendix 4 Representations

	Scale & Design	
	• Too big for Chestnuts Park for a relatively small park; • Inappropriate development in Chestnuts Park; • Out of character; • Excessive development; and • Basin size excessive and location inappropriate. • Eyesore	The scheme is located in an area of the park that already suffers from ponding and water logging at times of increased rainfall, topography and location of various drainage systems makes this an appropriate location for the feature, to protect 98 properties downstream from flooding as well as addressing some of the localised water ponding issues within the park. In response to stakeholder feedback the feature has been reduced in size and made mulit-functional thereby minimising the loss of recreational space. the provision of new and improved habitats, the educational opportunity this presents, along with informal natural play in the upper basin enhances the park offer rather than reducing recreational opportunities. The majority of the feature will be below the exisiting surface with low-level hedging to frame the feature. These is minimal impact to the visual amenity of the feature as commented by the conservation planning officer.
	Amenity • Reduction of open space; • Negative impact on the park;	As noted above the feature is adding to the uses within the park through increased bio-diversity, natural play

	• Increase in littering/waste; • Odour; • Anti-social behaviour; and • Noise. • Overbearing – overpower, altering its nature • Oppressive and change the open aspect/nature of the park	and educational opportunites rather than removing recreational space. its location allows for the remainder of the open grass-land to be uninterupted by the feature and as noted above there is minimal visual impact from the scheme. It is not intended for the feature to significantly increase the number of visitors to the area so it will not increase the occurance of litter/waste or noise. The feature has been designed with only low hedges so as to not create an issue of anti-social behaviour, with there still being good visibility across the park. It is noted that in periods of very dry weather and therefore lower water flows there may be a slight odour but the planting has been selected to mitigate some of this and Thames Water is currently undertaking a project that will address some of the odour sources. This scheme will not connect the pipework that has the higher level of contaminants until this project has been completed by Thames Water. The maintenance and management plan has a monitoring regimes to continually monitor water quality and a process for if water quality becomes an issue.
	Management & maintenance	A Maintenace and Management Plan

	• Not enough resource to maintain the project; • Misconnections with Thames Water infrastructure; • Noise nuisance, disturbance and odours; • Management challenges; • Inadequate Risk Management; and • Lack of resources. • Lack of professional framework for managing an experimental project **Environmental Impacts** • The project's potential to improve water quality is limited; and • Risk of Contamination from water surface water drains, especially from misconnection of foul water • Risk of flooding • Risk of drought • Lack of adequate risk management strategies and failure of understanding of co-production with local stakeholder organisation	has been submitted which has been uploaded the Council's website and a condition will be attached to planning permisison. In terms of misconnections with Thames Water infrastructure, Thames water are in the process of procuring a programme to address misconnections and as noted above the full scheme will not be connected until this project has been completed. Based on the dry weather flow estimations that have been modelled the wetland would be cleaning between 29,000 and 43,000 litres per day. Part of the function of the basin is to clean surface water through reedbeds, thereby improving water quality as it enters downstream watercourses. The design of the scheme in terms of hedges, other planting and gradients has been designed to minimise contact with potentially contaminated water. Any water entering the upper basin will be water run-off from the surface water only in an extreme flood event therefore not creating issues of contamination in the upper basin. By taking water from the surface water sewers modelling demonstrates there will always be a flow in the lower basin

		so not an issue of drought. The scheme has been designed to address issues of flooding, protecting 98 properties downstream and mitigating area of ponding within this area of the park. The scheme has a supporting maintenance and management plan which has been shared with stakeholders. Key Stakeholders have been involved at all stages of the project, from submitting the project for funding originally to attending all the steering group meetings, having access to all designs and data and influencing the design development. During public consultation there was 77% approval for the scheme.

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2023/2137 **Ward:** Northumberland Park

Address: Tottenham Hotspur Stadium, 748 High Road, Tottenham, London N17 0AL

Proposal: Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act (EIA development)

Applicant: THFC

Ownership: Private

Case Officer Contact: Samuel Uff

Date received: 07/08/2023

Plans and Document: See Appendix 09 to this report.

1.1 The applications have been referred to the Planning Sub-Committee for decision as the planning application is a major application that is also subject to a s106 agreement.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is for amendments to Plot 3 (approved as a 'hotel' in the HGY/2015/3000 permission), a part of the masterplan approved for detailed planning permission for the Stadium, and outline permission for the Tottenham Experience, Extreme Sports Building, Residential and Community Health Building.
- The proposed amendments would result in a well-designed tall building, which will provide a landmark within the evolving character of the area, improving and

refining the approved design in the hybrid planning permission HGY/2015/3000.

- The additional height of the proposed building will result in the hotel being more visible in views of the site, but the more slender, high quality design will sit comfortably in the wider context
- The principle of the hotel and apartments comply with the previous approval and the site allocation, as such the development as a whole will continue to contribute to the significant stadium-led regeneration for the area
- The dwelling mix and unit sizes significantly exceed London Plan minimum standards but these are considered to offer a reasonable mix as part of site optimisation and are considered acceptable in the context of the wider masterplan. The 49 residential units would align with the quantum in the previous extant approval.
- The financial viability position has been assessed by officers and independent specialist advice from BNP Paribas and found to maintain a deficit from the wider masterplan stadium redevelopment which means that the proposed scheme is still unable to provide affordable housing, as was the case with the approved hybrid planning permission for this plot and evidenced in accordance with planning policy.
- The proposed phasing delivery will change to allow the development of the hotel to commence prior to the other remaining plots, which will come forward in early 2025
- The additional floorspace will be subject to additional CIL charges which mean the proposed scheme would make a proportionate and reasonable contribution to the infrastructure that is needed to support growth.
- The S106 obligations around local labour will be enhanced to ensure Haringey residents have priority for construction jobs and end user obligations are enhanced to maximise opportunities for local people working in hospitality

2 RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to GRANT planning permission subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below following referral to the Mayor of London.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 11/02/2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow.

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is

granted in accordance with the Planning Application subject to the attachment of the conditions.

2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Conditions Summary for the entire masterplan site – (Full text of recommended conditions is contained in Appendix 01 of this report. Conditions 1-16 are replicated and amended where necessary from the extant permission HGY/2015/3000).

1) Implementation Timescales – Full
2) Reserved Matters
3) Phasing Plan
4) Consented drawings and documents
5) Business and Community Liaison construction Group
6) Conformity with Environmental Statement
7) Maximum quantum / density
8) Materials
9) Materials boards
10) Flood Risk Management
11) Drainage (amended +40% climate change)
12) Interim landscape plan and meanwhile uses
13) Plant and machinery
14) Demolition of locally listed buildings (condition discharged)
15) Elements of the Edmonton Dispensary and Red House Coffee Palace Facade and Interiors Retention (condition discharged)
16) Carbon savings

Conditions Summary for the Plot 3:

1) Consented drawings
2) Construction Environmental Management Plan
3) Air Quality and Dust Management Plan
4) Construction Waste Management Plan
5) Construction hours
6) Piling method statement
7) Temporary site hoarding
8) CCTV
9) Lighting
10) Waste and refuse

11) Energy Centre flues
12) Landscape management
13) Hours of operation of rooftop terraces
14) Contamination
15) Contamination remediation
16) Telecommunications
17) Cooling demand
18) Parking management plan
19) Cycle storage
20) Hard and soft landscaping
21) Wind mitigation
22) Fire statement
23) Accessible housing
24) Secured by Design
25) Noise attenuation
26) Non-Road Mobile Machinery 1
27) Non-Road Mobile Machinery 2
28) Energy Strategy
29) PV arrays
30) BREEAM outcome
31) Telecommunications Equipment

Informatives Summary – (the full text of Informatives is contained in Appendix 01 to this report).

1) Conditions discharged previously
2) Working with the applicant
3) Community Infrastructure Levy
4) Numbering New Development
5) Dust
6) Disposal of Commercial Waste
7) Environment Agency permits
8) Metropolitan Police
9) Piling method
10) Minimum Water Pressure
11) Paid Garden Waste Collection Service
12) Sprinkler Installation
13) Land Ownership
14) Site preparation works
15) Site Preparation Works

Section 106 Heads of Terms (* indicates existing obligations) :

1) **Podium and Public Access***

a) Year round public access to podium and other publicly accessible areas (apart from one day a year) from completion of development Phase 3.
b) Maintenance of Podium and public realm.
c) Cultural / Community Events (12 per year for 6 years) from date of this decision notice.

2) Playspace Contribution
a) Off-site provision for £17,670.

3) **Art management Strategy** – prioritising use of local artists and cultural significance.

4) **Car Capping** – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

5) **Car Club Contributions** - Two years' free membership for all residents and £50.00 per year credit for the first 2 years; and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.

6) **Residential & Hotel* Travel Plans** comprising:
a) Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan)
b) Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, to every new household.
c) £3,000 for monitoring of the travel plan initiatives.

7) **Highways Agreement**
a) Include Active Travel Zone (ATZ) assessment and Highway Safety Audit
b) See Section 278 Agreement Heads of Terms.

8) Servicing and Delivery Plan*:
a) outline how all servicing for the wider site will be operated and clarify use of any on-street loading bays.
b) step by step details of access to and from the Highway,
c) the oversight of vehicles as they move across the Podium (details of marshalling arrangements and numbers of marshals),
d) swept paths to show progress between landscaping and any other features,
e) management arrangements to ensure visiting service vehicles adhere to their booked slots and dwell durations to ensure as smooth working as possible to accommodate movements in this area without compromising the pedestrian environment and movements.

f) A ban on vehicular movement on the podium with the exception of emergency vehicles during the critical pedestrian times.

9) Cycle Strategy*

10) **Employment & Skills Plan*** - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD) prioritised for Haringey residents.

11) **Business Opportunities***

12) Commitment to being part of the borough's Construction Partnership*.

13) **Future connection to District Energy Network (DEN)***
a) Submission of Energy Plan for approval by LPA
b) Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)
c) Design of secondary and (on-site) primary District Heat Network (DHN) in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.
d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.

14) Provision of EV car parking Spaces*

15) **Carbon offsetting***
- Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement.

16) **Ultrafast broadband infrastructure** and connections to be provided.

17) Commitment to **Considerate Contractors Scheme***

18) **Monitoring***
- Based on 5% of the financial contribution total and £500 per non-financial contribution.

Section 278 Highways Legal Agreement Heads of Terms

19) Planned and funded public highway improvements to Park Lane

2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:

i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.

ii. In the absence of a legal agreement securing financial contributions towards open space, the scheme would fail to provide sufficient amenities for future residents contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM48.

iii. In the absence of legal agreement securing 1) a residential Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) car club contributions and 4) podium access the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel and fail to mitigate the impacts of the development and provide the benefits envisaged for the area. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

iv. In the absence of an Employment and Skills Plan and Ultrafast broadband infrastructure the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.

v. In the absence of a legal agreement securing an art strategy the proposal would fail to achieve a high quality design contrary to Local Plan Policy SP11 and Policy DM1 of the DM DPD.

vi. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate

change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

vii. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission provided that:

i. There has not been any material change in circumstances in the relevant planning considerations, and

ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

2.8 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

i. There has not been any material change in circumstances in the relevant planning considerations, and

ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal.

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4.0 CONSULATION RESPONSE
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APPENDICES:

Appendix 1: Planning Conditions & Informatives (Plot 3)
Appendix 2: Planning Conditions for wider site
Appendix 3: Images of the site and proposed scheme
Appendix 4: Internal and External Consultee representations
Appendix 5: GLA stage 1 and follow up responses
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Appendix 8: Quality Review Panel Report 1
Appendix 9: Quality Review Panel Report 2
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Appendix 11: Full Site History
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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Background

3.1. The extant hybrid planning permission (HGY/2015/3000) granted full detailed planning permission for the demolition of the existing THFC football stadium and club shop, three locally listed buildings (746, 748 and 750 High Road), and a terrace of seven houses (20 to 32 (evens) Worcester Avenue and the construction of the following:

- Plot 1 - A new 61,000 seat stadium and surrounding public realm works.
- Plot 2 - 'The Tottenham Experience', a multi-use building incorporating the Grade II Listed Warmington House and comprising the club megastore, stadium ticket office, museum, club cinema, café, stadium tour and 'Skywalk' reception area.
- **Plot 3 - A 22-storey hotel comprising 180 bedrooms and 49 serviced apartments.**

3.2. Outline planning permission was granted for the following:

- Plot 4 - The Extreme Sports building (Class D2) providing up to 2500 m^2 of floor space in a structure up to a maximum height of 51.2 metres. Detailed approval was granted for matters relating to "access" and "layout", with matters relating to "appearance" and "scale" reserved.
- Plot 5 – Residential development and flexible community/office space (Class D1/B1) comprising 4 residential towers (2 blocks up to 16 storeys (69m) in height above podium level; 1 block up to 24 storeys (96m) in height above podium level; and 1 block up to 32 storeys (123m) in height above podium level) providing a maximum residential floor space of 49,000 m^2 or a maximum of 585 units, and the construction of 4,000 m^2 flexible community (Class D1)/office (Class B1) floorspace in the lower floors of the podium below the residential blocks in the SE corner of the site. Detailed approval was granted for matters relating to "access", "layout" and "scale", with matters relating to "appearance" and "landscape" reserved.
- Plot 6 - The Community Health Building (Class D1). Detailed approval was granted for matters relating to "access", "layout" and "scale" with only matters relating to "appearance" reserved.

3.3. This proposal relates predominantly to Plot 3 for the hotel and associated public realm at street and podium levels. The remainder of the wider hybrid permission masterplan remains broadly as approved.

3.4. The extant Plot 3 permission is for a 22-storey, 100 metre tall hotel building, comprising 180 bedrooms and 49 serviced apartments. The serviced apartments would have been an intrinsic part of the hotel, with shared cores and facilities.

3.5. The use of these serviced apartments was amended to conventional residential use following a non-material amendment (NMA) to the hybrid permission removing reference to “serviced apartments” and the maximum 90 day consecutive occupation restriction, thereby allowing these to be occupied as residential (C3) use class (HGY/2017/1183).

3.6. That 2017 amendment also permitted alterations to the approved hybrid permission, including provision of a separate residential entrance access in the western elevation at podium level, thus creating a distinction for residents and hotel guests.

3.7. The hybrid permission has been implemented with the basement, super structure up to podium level completed. The basement below Plot 3 has already been developed for a car park. A further NMA (HGY/2017/0791) provided an additional entrance to this part of the basement car park from Park Lane, supplementing that already servicing the basement from High Road.

Masterplan

3.8. The main consideration of this application is the amended scale, massing and design of the proposed building on Plot 3 which should be considered in the wider context of the approved masterplan as detailed in part below. This is shown below(NB Plot 6 is on the north-eastern side of the stadium and not in this view).

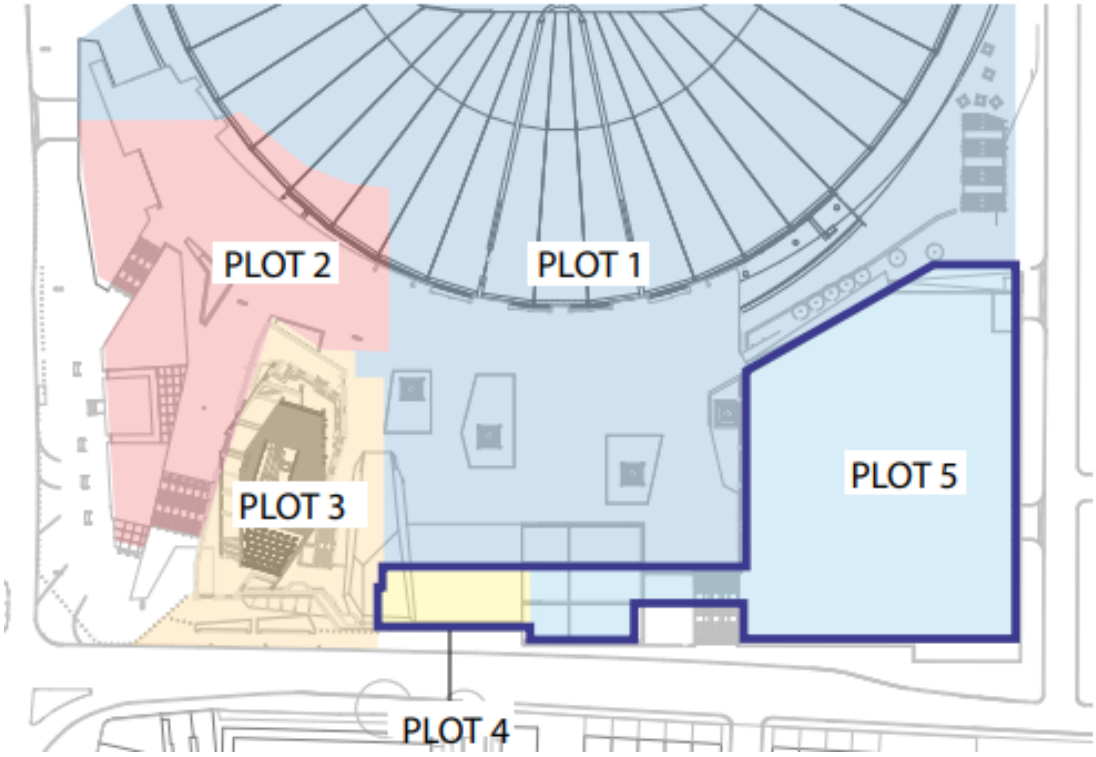

Figure 01: Proposed Masterplan

Figure 02: Proposed Masterplan 3D visualisation

3.9. The section of the building provides a visual depiction of floor layouts and the specific floorspaces for the proposed building:

Proposed Scheme

3.10. The proposal seeks to amend the hybrid planning permission HGY/2015/3000 through a 'Section 73' minor material amendment to Plot 3 of the hybrid permission.

3.11. The main changes to the proposed building compared to the current extant permission would be as follows:

- Amended angled roofline increasing the height by 21 metre – 27 metre (seven / eight storeys) to create a more refined and slender design;
- A refined and broken up massing, with the appearance of greater separation of 20 metres rather than 15 metres from the THFC Stadium (Plot 1) and 24 metres instead of 13 metres from the rear of Tottenham Experience building (Plot 2) but 13 metres to 5 metres closer to Extreme Sports building (Plot 4) and the closest point;
- Creation of residential entrance and separate hotel restaurant / amenity (12^{th} / 13^{th} floor) lift in the street level façade;
- Addition of a front canopy above hotel forecourt, allowing landscaping and seating on the canopy as extension of podium;
- Retention of bar / café at podium level with creation of additional external seating to the northern end, with associated landscaping;
- Removal of one of the approved access stairs from the hotel forecourt to podium level;
- Amended phasing plan to ensure early delivery of Plot 3 hotel in time for Euro 2028
- Minor alterations to the street level and podium level public realm and phasing to be tied in with the amended phasing of delivery;
- Removal of approved loading bay on the public highway in front of the building to be replaced with pedestrian space;
- Creation of two servicing bays and routes for deliveries at podium level;
- Internal alterations to create a separate lift and stair core for residential and hotel uses;
- Larger residential units than those approved – these would all have improved layout with dual aspect and private amenity space;
- Provision of shared amenity space (swimming pool / gym etc) and restaurant in floors 12 and 13;

- Provision of communal internal residential space and terrace with playspace on the 14th floor;
- Reduction in basement car park from 76 to 64 spaces;
- Provision of 114 cycle storage spaces for residents and hotel guests (100 residential and 14 hotel), representing an increase from the 12 cycle storage spaces approved in 2016 and 64 cycle parking spaces approved through the NMA to allow residential (C3) in 2017

Figure 3: Red dashed line represents Plot 3

3.12. The application has been amended since submission to refine the design through the following design changes:

- The massing has been re-orientated to ensure this has the angled view from both ends of High Road and greater emphasis on the 'blade' form;
- Reconfiguration and increase of second highest northern 'blade' of the tower has enabled additional internal floors.
- Revised hotel layout of 18 rather than 20 rooms per floor
- Provision of additional floor and mezzanine amenity floor (total 180 hotel rooms still);

- Better articulated balconies and improved top floor design;
- Greening of the southern elevation through planting boxes on balconies;
- Improved legibility of entrances in street level façade and access to podium. The separate door for the amenity floors of the hotel (floors 12, 13, 14).
- Creation of a larger ground floor lobby entrance and reduction in number of openings in the ground floor facade;
- Improved layout of internal and external residential amenity space on 14th floor.

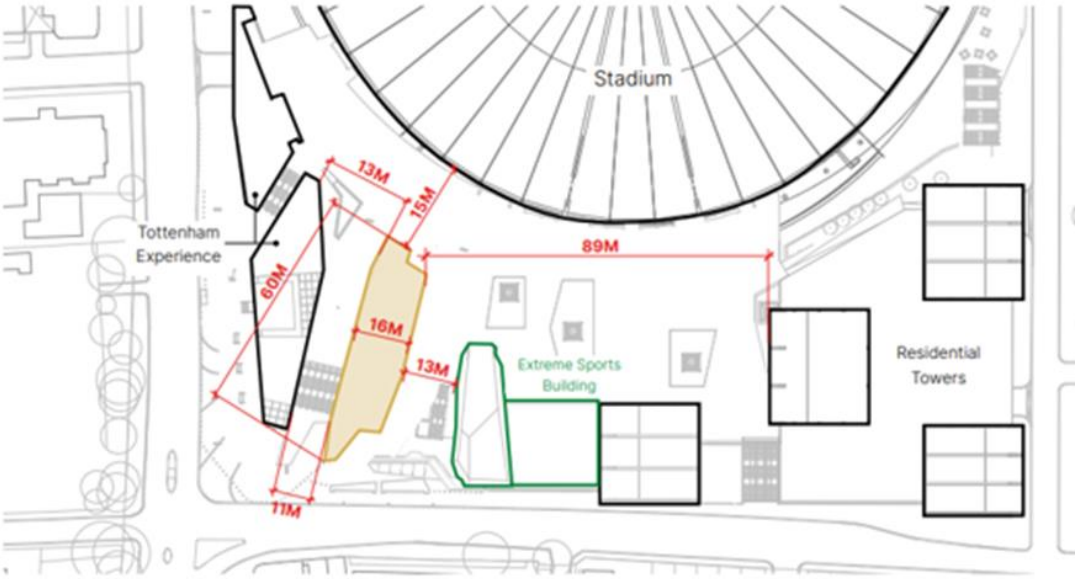

FIGURE 129. 2016 Approved NDP Scheme

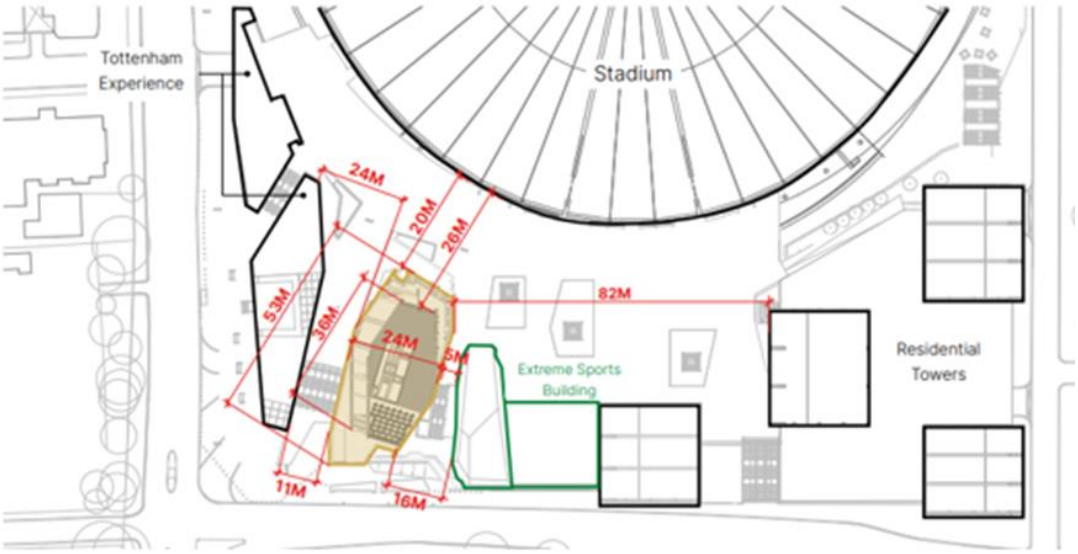

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Figure 4: Comparative footprint

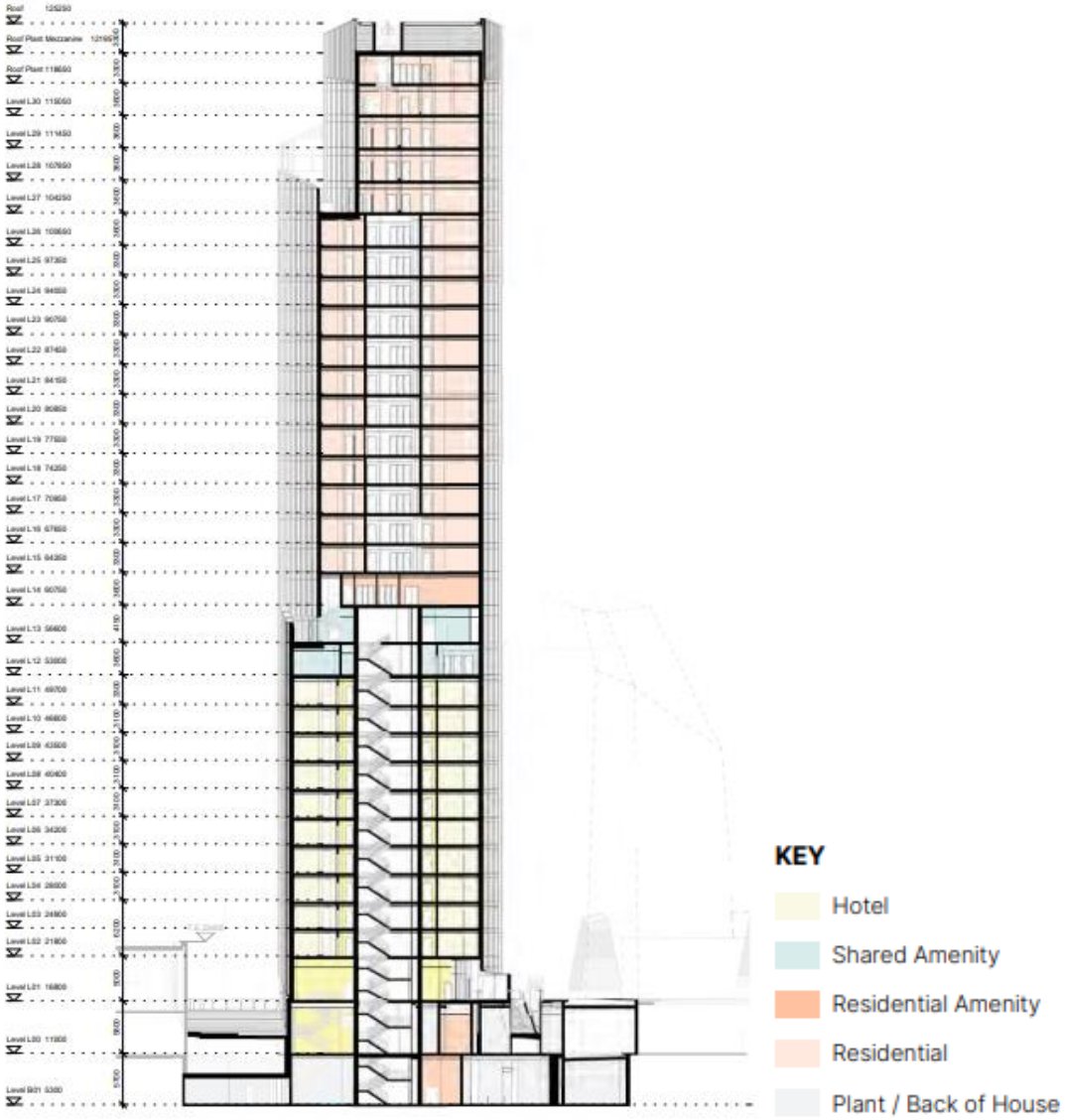


Figure 5: update revised floor areas

3.13. Part of the application involves alterations to the approved floor areas within the condition A7 of the extant permission, to increase the total residential and hotel floorspaces. The table below clarifies the changes from the most recent 2017 extant permission to the proposed, as well as the relevant use classes.

Land Use	**Use Class**	**Area GIA (sqm)**	**Units**
Leisure (including stadium)	~~D2~~ F2(c)	122,000	n/a
Hotel	C1	~~*15,537*~~ 16,696	180 rooms
Residential	C3	53,298	634
Sui Generis / Tottenham Experience	Sui Generis	4,311	n/a
Business	~~B1~~ E(g)	4,000 (max)	n/a
Community and Culture	~~D1~~ F1	6,000 (max)	n/a

Table 1: Amended floorspaces

The Site and Surroundings

3.14. The site forms part of the ongoing phased redevelopment of the THFC Stadium and surrounding land. A hybrid planning application (part full permission and part outline permission) was granted in 2016 (Reference: HGY/2015/3000). The redevelopment of the site granted a phased development of plots, which includes the Tottenham Hotspur Stadium (now built), Tottenham Experience (substantially completed), hotel, sports centre ('Extreme Sports Building') and health centre.

3.15. The part of the site relevant to this proposal is Plot 3 ‘hotel’, located south west of the now constructed THFC football stadium, on the junction of Park Lane and High Road. The site is adjacent to the Tottenham High Road / North Tottenham Conservation Area. The statutory Grade II Listed Warmington House (no.744 High Road) is located to the west of the site and has been incorporated into the Tottenham Hotspur Experience building, which formed part of the 2016 ‘hybrid’ planning permission and has been substantially developed. There are other locally listed buildings in the vicinity, including the Corner Pin public house opposite the site.

3.16. The recently approved High Road West redevelopment, is located to the west of the site and has permission for comprehensive masterplanned mixed use redevelopment, under reference planning permission reference HGY/2021/3175.

Figure 6: Site in context

3.17. Plot 3 was referred to as the 'hotel' site in the in the 'hybrid' planning approval, granted full planning permission for a 22 storey, 100m tall tower to accommodate a 180 bedroom hotel with an additional 49 serviced apartments. A number of non-material amendment (NMA) applications have been approved since the 2016 hybrid approval which allow the 'serviced apartments' to be used in a more conventional residential apartment (C3) use (reference: HGY/2017/1183). Relevant history for the site is detailed in section 4.

3.18. The Stadium has been completed and has been used for football and numerous other high profile events. The Experience building is substantially completed but has yet to complete the cafe and outdoor seating part of that permission. The 'town square' approved on the podium level has yet to be fully realised and retains its interim landscaping, as does the public realm surrounding the site due to the lack of activation of the podium level at present.

Surrounding sites

3.19. The site is within Northumberland Park Area of Change as per Haringey's Spatial Strategy Policy SP1. This is a designated Growth Area and contains a number of other site allocations designated within the adopted Local Plan and Tottenham Area Action Plan. The stadium itself is referred to as NT7 and is bounded by NT3 (Northumberland Park North) to the north, NT4 (Northumberland Park), to the east and NT5 (High Road West) located west of the site. A hybrid permission for the High Road West (HRW) redevelopment has been approved under reference HGY/2021/3175 but there are currently no permission for NT3 and NT4.

3.20. The plans for HRW include a number of tall buildings and public realm and the progression of the application site and surrounding site allocations seek to transform the area through a mixed and sustainable community and leisure destination. The Tottenham Hotspur FC development is a key driver in this ambition and the progression of the site as a catalyst for change is welcomed and recognised for its important role in this regeneration and placemaking.

3.21. An overview of the approved building heights of HRW can be seen in Figure 7 below, which are relevant in this changing urban character of the area. The key broadly indicates B1-B4 will have maximum heights AOD (Above Ordnance Datum) up to approximately 99m; C1-C4 of approximately 58m; D1-D2 of approximately 117m; plot E of 36m; and plots F1-F4 at 101m.

Figure 7 – Approved High Road West Masterplan

4. SITE HISTORY SUMMARY

4.1. The following are key summaries of the site history. A full site history is available in Appendix 10

- HGY/2010/1000 - Outline permission for demolition and redevelopment of the site - Approved in September 2011.
- HGY/2011/2350 - Outline permission for demolition and redevelopment of the site - Approved in March 2012.
- HGY/2015/3000 – Hybrid permission: Full permission for Stadium, Tottenham Experience, Hotel and outline permission for Extreme Sports building, mixed use commercial and 535 residential units and Community Health Centre – Approved in April 2016.
- HGY/2017/0791 - Non-material amendment to Condition A4 (consented drawings and documents) of HGY/2015/3000 to replace basement access ramp from High Road with new basement access ramp from Park Lane. Consequential amendment to Condition B23 (High Road Vehicular Access).

- HGY/2017/1183 – Non-Material Amendment to condition 16 of HGY/2015/3000 use of hotel serviced apartments (C1 use class) as residential (C3 Use Class) and associated internal alterations – Approved in May 2017.
- HGY/2021/1039 - Application for the approval of reserved matters relating to the scale of Plot 4 'The Extreme Sports Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 19/07/202
- HGY/2021/1043Application for the approval of reserved matters relating to the appearance of Plot 6 'The Community Health Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 15/06/2021
- HGY/2022/4504 Application for the approval of reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 13/10/2023

5. CONSULTATION RESPONSE

5.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design Officer
- LBH Local Lead Flood Authority/Drainage
- LBH Economic Regeneration
- LBH Education (School Places Planning)
- LBH Emergency Planning and Business Continuity
- LBH Health in all Policies
- LBH Housing

- LBH NHS Haringey
- LBH Planning Policy
- LBH Pollution
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

External Consultees

- Affinity Water
- Arriva London
- Environment Agency
- Georgian Group
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- National Grid
- NHS Clinical Commissioning Group
- Residents Associations
- Thames Water
- Tottenham Civic Society
- Tottenham CAAC
- Transport for London
- Tree Trust for Haringey
- UK Power Networks

5.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in Appendix 3.

Internal:

Building Control (HBC) – No objection – HBC are satisfied that the design intent approach adopted by the applicant is entirely appropriate to the proposed development and neither HBC nor LFB have any outstanding concerns. There have been continuous discussions regarding safety and crowd flow for the building and wider site.

Carbon Management – Final comments not received at time of publication but formal comments to be added prior to Committee.

Conservation Officer – The revised scheme is considered to improve the appearance with emerging context. On the basis of what has been approved, the

heritage and public benefits from this proposal would also outweigh the harm to the significance of the Conservation Area.

Design Officer – The tall slender, blade like appearance of this amended design is considered to be significant improvement on the previous squatter design. The proposals are a well thought through and elegantly designed response to this site, that will play key part in community improvements to be delivered in this masterplan and emerging development.

Lead Local Flood Authority – The submitted Flood Risk Assessment and Drainage Strategy are acceptable.

Lighting – Information submitted is acceptable and lighting around the stadium is controlled by the Club.

Pollution – No objection, subject to compliance with previous conditions on Land Contamination, Unexpected Contamination, Non-Road Mobile Machinery and Demolition / Construction Environmental Management Plans.

Transportation – Further clarifications required on site wide servicing and delivery and detailed assessment of why basement no longer suitable. No objection subject to recommended conditions regarding management, delivery times, consideration of landscaping and servicing, forecourt swept paths / coach frequency, s106 obligations and s278 obligation and plan for highways improvement.

Waste Management – No objections to the proposed waste arrangement and plan if suitably managed.

External:

National Gas – No objection

Greater London Authority (GLA) – Stage One – changes to hotel materially alter the economic circumstances and should be tested against viability. Accept that the uses, impact on heritage assets remain consistent with 2015 approval. Slender design is supported. Active Travel Zone, Road Safety Audit and bus contribution required. Further water and flooding information is acceptable.

Health & Safety Executive (HSE) – No objection subject to applicant demonstrating compliance at later regulatory stages

Historic England – Reiterate objection to the 2015 approval and consider the additional height, scale and massing will be further detrimental scale compared to the much lower heights of historic buildings within the North Tottenham and Bruce Grove Conservation Areas. This would not create significant additional public benefits that cannot be delivered by any other means.

Historic England – Archaeological Service (GLAAS) – Recommend that a Stage 1 Written Scheme of Investigation is secured by planning condition, as some parts of the site remain undeveloped.

Metropolitan Police (Designing Out Crime Officer) – No objection in principle, subject to a planning condition requiring a 'Secured by Design' accreditation to be achieved for each building before the building is occupied and the inclusion of an informative.

Sport England – No objection

Thames Water - no objections subject to conditions

TfL – Comments received via GLA Stage 1 requested Active Travel Zone, Road Safety Audit and bus contribution.

LOCAL REPRESENTATIONS

5.1. Two rounds of consultation were undertaken on 25th August 2023 and 10th November 2023. These included notification sent to the following:

- 1,837 letters to neighbouring properties
- 4 site notices erected in the vicinity of the site

5.2. The number of representations received from neighbours, local groups etc. were as follows:

No of individual responses:
Objecting: 4 (including 7 signature petition from residents of Worcester Avenue)
Supporting: 1
Others: 0

5.3. The main issues raised in representations from adjoining occupiers are summarised below.

Objections:

- Stress on emergency services, refuse services, roads and hospitals;
- Increased noise and anti-social behaviour;
- Lack of benefit to local community;
- Question how “minor” the amendment is;
- Overbearing, overshadowing and overlooking;
- Loss of light (Commonwealth Road);
- Increased traffic;
- Increased disruption for events.
- There should be no construction or transport movements through Worcester Avenue;
- No THFC staff or associates shall park on Worcester Avenue;
- The barriers on Worcester Avenue shall not be lowered except for emergency vehicles.

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the Development
2. Affordable Housing
3. Regeneration
4. Design
5. Heritage Conservation
6. Residential Quality
7. Child Play Space
8. Impact on Amenity of Adjoining Occupiers
9. Transportation and Parking
10. Energy, Climate Change and Sustainability
11. Flood Risk, Drainage and Water Infrastructure
12. Air Quality
13. Trees
14. Urban Greening and Ecology
15. Waste and Recycling
16. Land Contamination
17. Archaeology
18. Fire Safety and Security
19. Equalities
20. Conclusion

6.1 Principle of the development

Scope of Section 73 application

6.1.1 An application can be made under Section 73 (S.73) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a S. 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied. A S.73 application results in a new permission being issued.

6.1.2 Guidance for determining S.73 applications is set out in the National Planning Practice Guidance (NPPG) which states that a minor material amendment is one "whose scale and nature results in a development which is not substantially different from the one which has been approved". This is not a statutory definition and recent case law as clarified that provided changes do not impact on the 'operative part' of a planning permission they can be considered through a S73 application. It is further stated that the development which the application under S.73 seeks to amend will by definition have been judged to be acceptable in principle at an earlier date. Consequently, the extent of the material planning considerations are somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application, the local planning authority (LPA) will have to consider the application

in the light of current policy. The LPA therefore has to make a decision focusing on national or local policies which may have changed significantly since the original grant of planning permission as well as the merits of the changes sought.

6.1.3 With the exception of the adoption of a new London Plan in 2021 and alterations made to the National Planning Policy Framework (NPPF) in 2018, 2019, 2021 and 2023 in this case since the granting of planning permission, the same policy documents used in the assessment of the proposal are currently adopted, and there are no further policy documents that have been adopted that materially alter the assessment of the current proposal. The overall policy approach relating to development of such sites, housing mix, design and character, and living conditions for future occupants remain consistent. Where there have been changes, they are detailed within the relevant sections.

6.1.4 In the context of an approval within the hybrid permission HGY/2015/3000 masterplan, the additional scale of development is considered to fall within the scope of a S.73 amendment. The use of the site for mixed uses has previously been approved through an amendment, so the uses which form part of the S. 73 application would remain in accordance with the extant approval.

6.1.5 The S.73 application proposes to amend conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement); Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings). Determination of a S.73 amendment also requires other amendments made or details now approved to be consolidated to reflect the current approved documents.

Policy assessment

6.1.6 The current National Planning Policy Framework NPPF was updated in September 2023. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

6.1.7 The NPPF, 2023 makes specific reference to hotels as falling within the definition of town centre use. As such this aligns with the extant permission and policy assessment for suitable siting of such uses. Current policies seek to create the conditions for businesses to invest and expand, support economic growth and allow areas to build on their strengths, which is relevant to Plot 3 and the wider hybrid permission for the site.

6.1.8 *The Development Plan*

6.1.9 The Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP). These documents were all adopted after the determination of the hybrid planning application HGY/2015/3000 but were all referenced within that

assessment as emerging plans. The London Plan was subsequently updated in 2021 and these new policies are considered accordingly. Likewise, there have been updates to the NPPF and these are referenced where relevant.

The London Plan

6.1.10 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.

Upper Lea Valley Opportunity Area Planning Framework

6.1.11 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.

6.1.12 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development. This formed part of the assessment of the hybrid permission and remains relevant.

The Local Plan

6.1.13 The Strategic Policies DPD sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

6.1.14 The site is located within the Northumberland Park Area of Change as per Haringey's Spatial Strategy and Policy SP1 'Managing Growth'. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.1.15 Policy SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas

and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan

6.1.16 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.

6.1.17 The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

6.1.18 A number of plans and strategies set the context for Tottenham's regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site – NT7 (Tottenham Hotspur Stadium).

6.1.19 The AAP states that for any future application for the site, the Council would seek:

- Comprehensive redevelopment of the site;
- High quality design;
- Increase in residential on the site;
- Complementary leisure and commercial uses;
- Support regeneration objectives to the east of the site with suitable interfaces; • High quality public accessible spaces on non-match days;
- Address the statutory presumption in favour of retaining heritage assets unless justifiable;
- Improved connectivity between east and west.

6.1.20 The site is within a designated Area of Change and contains a number of other Site Allocations within close proximity of the site. These include NT4 (Northumberland Park), located to the west of the site and NT5 (High Road West) located north east of the site. An urban design strategy has been approved for NT4 but no permission has been granted to date. A hybrid full planning / outline application for the HRW redevelopment has recently been recommended for approval under reference HGY/2021/3175.

6.1.21 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It currently has very limited material weight in the determination of planning applications.

<u>5 Year Housing Land Supply</u>

6.1.22 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Masterplan and site wide delivery

6.1.23 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development.

6.1.24 The changes to the London Plan and NPPF retain a desire for use of sustainable sites for mixed use residential development. The proposed development would remain as a comprehensive redevelopment, with an increase in residential and hotel floorspaces. The masterplan would retain complementary leisure and commercial uses. The stadium has been delivered and has been and continues to be a successful forerunner for the wider site delivery, with substantial public benefits by keeping the football club in the area, as well as the high profile non-football events that the stadium has been and continues to be used for. The Tottenham Experience (Plot 2) has been partially delivered and is anticipated to be fully delivered alongside the hotel and residential development in Plot 3, within the next phase of development. The final phase of development will deliver the leisure, residential, commercial and community developments in Plots 4, 5 and 6.

6.1.25 The complementary leisure and commercial uses other than the stadium and Tottenham Experience include the Extreme Sports building (Plot 4), the lower levels of the residential blocks (Plot 5)). These remain in outline stage and are yet to be finalised in design. This Section 73 amendment application seeks to reinforce that there will be phased opening of the wider masterplan site and public realm as this develops. The phasing schedule indicates that Phase B will complete the Tottenham Experience building alongside the delivery of the hotel on Plots 2 and 3 by the 4th quarter of 2027, as well as providing relevant associated landscaping within this part of the podium. Phase C will see the delivery of the Extreme Sports building and predominantly residential towers on Plots 4 and 5, alongside the

completion of the permanent landscaping of the podium and is expected to be delivered by the second quarter of 2028.

The community medical centre approved for Plot 6 was not referenced within the approved phasing. The only remaining RMA for that plot was approved in June 2021 with a requirement that construction commence within 2 years of the final RMA approval. There have been issues with determining whether this is the best site for the medical centre and recent discussion has focussed on a more appropriate location within the HRW development. As such it is expected that the use may be more suitable as an alternative community use. The approved hybrid permission accepted that if this was not considered to be suitable in that plot then an alternative, similar use could be accommodated. The Club expect to begin discussion to find the most suitable future use for this plot early next year.

6.1.26 There has been some discussion regarding the delivery of Plot 4 and whether this is achievable as the Extreme Sports building, and it is understood that this may be subject to a re-design as the applicant seeks similar uses for that part of the site. Likewise, it is unclear how the final layout and detailed design of the residential blocks will be impacted by recent policy and legislation shifts, such as providing energy efficient and sustainable design and fire safety provision. However, there are currently no proposal for such amendments so for the purposes of this application these plots remain as per the extant consent. Overall it is considered that the masterplan for the wider site (all remaining plots to be developed) will continue to provide the requisite comprehensive redevelopment and complementary commercial uses.

6.1.27 The proposal retains the majority of uses aligned to the 2015 hybrid permission, although these have been updated through various non-material amendments post-decision. The maximum quantity / density is detailed below and shows that all development would be within the agreed quantum.

6.1.28 The table of maximum quantum for the hybrid site, figure 5 above, refers to Classes D1 (non-residential institutions) and D2 (assembly and leisure), which are no longer applicable since the Use Class Order was updated in September 2020. As such the community and culture quantum (D1), which the Health Centre was categorised as in 2015, is now classed as E(e/g) and the leisure use (D2) of the Extreme Sports Centre categorised as Class F1/F2. This is only relevant insofar as a clarification of the amended condition rather than any material change. This will be reflected in a revised condition, which will also adjust the maximum quantum of hotel use.

6.1.29 Overall it is considered that the uses within the masterplan will comply with the uses as approved under the extant permission and remain acceptable in as part of this S.73 application in creating a transformative, stadium led-mixed use development for the site.

Proposed Use

6.1.30 The approved uses and total quantum of floorspace will require an amendment to condition A7, which sets out the maximum density / quantum. The revised quantum is detailed below:

Land Use	**Use Class**	**Area GIA (sqm)**	**Units**
Leisure (including stadium)	~~D2~~ F2(c)	122,000	n/a
Hotel	C1	~~*15,537*~~ 16,696	180 rooms
Residential	C3	53,298	634
Sui Generis / Tottenham Experience	Sui Generis	4,311	n/a
Business	~~B1~~ E(g)	4,000 (max)	n/a
Community and Culture	~~D1~~ F1	6,000 (max)	n/a

Table 2: Land uses

6.1.31 The approved extant hybrid permission would have provided 18,820sqm of hotel floorspace, through the provision of 180 hotel rooms and 49 serviced apartments. This was compliant with Site Allocation (SA) NT7, which reflected the extant permission in the site allocation requirements. The subsequent non material amendment (NMA) permission (HGY/2017/1183) reduced hotel floorspace to 15,537sqm but created additional residential floorspace through the conversion of the serviced apartments to conventional C3 residential use. As such the extant permission already has a lower quantum of hotel floorspace than that stipulated in the Tottenham AAP but was considered to be acceptable.

6.1.32 The proposed development will provide an increase the hotel floorspace to 16,696sqm. Although this would remain lower than the figure in SA NT7 it would represent an increase from the 2017 amendment and would improve the hotel provision on the site. The maximum masterplan residential floorspace has not increased and the applicant is confident that the proposed development will not exceed this figure when the final Reserved Matters Application (RMA) is submitted for the main residential Plot 5

6.1.33 The previous assessment remains relevant in that a significant hotel is suitable for the site, as previously approved. This is on the basis of it being within an Opportunity Area, with good transport facilities and immediately adjacent to a major Stadium. The successful delivery of the stadium and associated infrastructure for both Tottenham Hotspur Football Club and other major sporting

and non-sporting events on site further supports the principle of the provision of an associated hotel on the site and the significant employment opportunities for the local economy that this will bring. The applicant has agreed and committed to this being a 'training hotel' proving opportunities for local people to grow careers in the hospitality sector with a series of employment and training initiatives with local schools and colleges to encourage employment opportunities for the local community.

Principle of Housing

6.1.34 London Plan Policy H1 sets a 10-year target (2019/20 - 2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey.

6.1.35 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.

6.1.36 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes.

6.1.37 As set out above, the provision of 49 flats (C3 use class) was granted in the approved NMA which allowed the use of the upper floor 'serviced apartments' to be conventional residential (C3) use. As such the retained provision of 49 units, as per the extant permission remains acceptable. This is acceptable in principle of achieving the mixed use development envisaged in SA NT7 and the borough's overall 10-year housing target.

Dwelling Unit Mix

6.1.38 London Plan Policy H10 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of evidence of housing need, the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points and the mix of uses and range of tenures in the scheme. Strategic Policy SP2 and Policy DM11 of the Council's Development Management Development Plan Document (DM DPD) adopt a similar approach.

6.1.39 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes. Policy DM12 of the DM DPD recognises that all new housing must meet or exceed minimum standards for internal floorspace but also acknowledges that the Council's aim is to optimise housing delivery on individual sites.

6.1.40 The overall proposed dwelling mix is set out in Table 3 below:

Bedroom Size	No. of Units	% by unit
1 bed units	6	12%
2 bed units	18	37%
3 bed units	24	49%
4 bed units	1	1%
Total	**49**	

Table 03: Proposed dwelling mix

6.1.41 The extant permission HGY/2015/3000 is comprised of predominantly smaller units (35 x 1 bed and 14 x 2 bed) and would not have provided any family sized units. In this regard it is a positive that the housing mix has been improved and that larger units are proposed, subject to wider considerations.

Optimising the site:

6.1.42 London Plan Policy H1 states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites within their Development Plans. Policy H10 of the London Plan refers to an ambition to optimise housing potential on sites but does also recognise the need for a mix of tenures and uses within residential developments. This also recognises the role of smaller units in development as a means of freeing up existing family housing.

6.1.43 London Plan Policies H1 and D3 make clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites (and no longer refers to a density matrix as a guide). Policy D3 of the London Plan states that a design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 of the London Plan). In doing so it identifies a number of requirements in relation to form and layout, experience and quality and character.

6.1.44 Policy DM10 of the DM DPD supports mixed-use residential Development and Policy DM11 of the DM DPD considers how housing mix should be provided within residential developments. Policy DM11 of the DM DPD also refers to how individual circumstances, such location, character of surround, site constraints and scale of development may influence the mix and the requirement for inclusive and mixed communities.

6.1.45 The Tottenham Area Action Plan (AAP) indicates capacities for the wider masterplan site, of 285 net residential dwellings, which is influenced by the previous permissions. The AAP does recognise that there is potential for greater quantum of residential from the 285 net dwellings within the AAP site allocation, stating that an increase in residential on site should be sought.

6.1.46 Local Plan Policy SP2 seeks to encourage mixed and balanced communities, with an adequate mix of dwelling sizes delivered within new developments. This recognises that the lack of family housing in Haringey has resulted in significant overcrowding.

6.1.47 The focus of policy regarding housing mix is weighted to ensuring minimum standards are achieved, rather than concerned with oversized units. In this regard the proposed provision of a significant quantum of larger units that exceed the minimum requirement for floorspace is welcomed as a means of providing quality accommodation for future residents, as well as allowing improved layout of flats, with dual aspects. However, the counterpoint to providing very large flats is optimisation of site capacity.

6.1.48 Optimising site capacity forms an important part in this policy position, and the delivery of housing development needs to strike that balance. In this instance all flats proposed are substantially over the minimum standards and include a significant proportion of 3 bed units. This is considered in more detail later within this section of the report. The breakdown of unit sizes is detailed below for the proposed 49 flats compared to the 49 flats approved in the extant permission:

Table 4 - Proposed units:

Unit ref	No. beds	Internal Area (GIA) (sqm)	London Plan Minimum requirement (sqm)	Quantum	Private Amenity Space (sqm)
AT01	2B4P	130	70	12	9
AT02	3B6P	175	95	12	9
AT03	1B2P	61	50	6	9
AT04	2B4P	120	70	6	9
AT05	3B6P	181	95	6	18
PH01	3B6P	208	95	1	54
PH02	3B6P	195	95	1	79
PH03	3B6P	181	95	1	46
PH04	3B6P	195	95	1	18
PH05 (duplex)	3B6P	234	102	1	55
PH06	3B6P	208	95	1	18
PH07 (duplex)	4B8P	297	124	1	18

Table 5 - Approved in NMA HGY/2017/1183:

Unit ref	No. beds	Internal Area (GIA) (sqm)	London Plan Minimum requirement (sqm)	Quantum	Private amenity space (sqm)

01	2b4p	102	70	7	4
02	1b2p	59	50	7	0
03	1b2p	52	50	7	0
04	1b2p	60	50	7	0
05	1b2p	57	50	7	0
06	1b2p	50	50	7	0
07	2b3p	90	61	7	3

6.1.49 The generous size of flats above the minimum floorspace standards and high proportion of larger units (3 bed and above) is shown in Table X. The table provides total size of flats and indicates that all of the units proposed in Plot 3 would be more than the minimum floorspace.

6.1.50 The original hybrid extant permission for a hotel on this plot initially had no private residential units and these flats would have all been serviced apartments, thus not adding to the overall housing targets. The 2017 NMA allowed the conversion of those serviced apartments to 49 conventional C3 residential units and the 49 residential units would be retained in the proposed development. As such there is no decrease in quantum despite the increase in size of these flats and represents an improvement from the original hybrid permission. Furthermore, the proposed flats will have much improved layout, private amenity spaces and living conditions than those previously approved.

6.1.51 The typology of flat offer in this proposed tower must also be recognised as a unique product that will help cross fund the delivery of the hotel and delivery of the wider masterplan site, including additional leisure, commercial, and significant residential quantum. The uniqueness of the flats is that they have these views of the stadium and pitch lend themselves to the generous floorspace and high quality layout to ensure their marketability in their context.

6.1.52 These proposed larger units should also not be considered in isolation, but rather as part of a wider regeneration of this site. In this context, the total residential quantum proposed on Plot 3 would be just 7.7% of the total within masterplan site. The remaining 92.3% of the dwellings (on Plot 5) have outline permission for floorspaces far closer to minimum floorspaces and therefore offer a more conventional type of housing. It is also noted that the applicant is not looking to increase the maximum site wide floorspace (as set out in condition A7), giving further clarity that those will provide more conventional sized flats.

6.1.53 Furthermore, the overprovision of floorspace for the largest, most unique housing product, in the upper floor (PH01-PH07) only accounts for a small percentage of those offered on Plot 3 (14%) and a far smaller percentage of the overall housing mix for the masterplan site (1.1%). Given that this is a unique landmark site within the hotel building and given the unique setting, adjacent to a prominent world famous sports stadium, it is considered that this is not a conventional proposal. As

such the overprovision of floor areas and larger sized units in this part of the wider masterplan will be less significant in that wider consideration.

Wider Master Plan delivery and Phasing

6.1.54 The original hybrid permission phasing envisioned the delivery of the hotel as part of Phase 3, which included delivery of the four residential towers, the Extreme Sports Centre and associated landscaping. A revision to this phasing now proposes the hotel in Plot 3 be constructed in advance of the remaining site. This is in part due to the THFC Stadium hosting Euro 2028 tournament games, with the hotel set to be an important part of hosting such a prestigious event in the borough.

6.1.55 The extant permission included no obligations to require commencement or delivery of those sites prior to the completion of the hotel. A reasonable timeframe for delivery of those plots is highlighted within the proposed phasing as being delivered by the end of 2028. Officers understand from the applicants that there have been issues with delivery of development on this site and understand the difficulty in bringing forward all plots at the same time. The reserved matters are expected for the remaining sites soon and development and final reserved matters are progressing.

6.2 Affordable Housing

Policy Background

6.2.1 Local Plan Policy SP2 and DPD Policy DM13 state that the Council will seek achievement of the Borough-wide target of 40% affordable housing provision but acknowledges that this is subject to viability and that this may not always be possible.

6.2.2 The London Plan, 2021, Policy H5 ‘Threshold Approach to applications’ retains the requirement that where applications do not meet the threshold for affordable housing provision, they be required to provide a viability assessment. However, this policy goes on to state that amendments to schemes (such as this S.73 amendment) are only required to include viability information in circumstances where the changes would materially alter the economic circumstances of the scheme or where proposed amendments result in a reduction in affordable housing, affordability or other obligations or requirements of the original permission.

6.2.3 The extant hybrid permission (and subsequent amendments) concluded that viability could not support the provision of affordable housing. This proposal, consistent with the extant permission, does not include affordable housing. The issues of viability and affordable housing were closely scrutinised prior to the determination of the hybrid extant permission by the Council, the Greater London Authority (GLA) and their expert advisors. The extant permission noted the

complexity of the funding arrangements required to deliver football stadiums in the UK and referred to advice received from KPMG (as commercial finance experts) that the commercial return on investment meant that the development could not be wholly funded by mainstream lenders and banks.

6.2.4 The viability assessment for the extant hybrid permission accepted that sports led regeneration, in order to achieve the strategic objectives of the site and surrounding area, meant that it was unviable to provide affordable housing within the masterplan. As part of the extant hybrid consent, it was agreed that the delivery of other phases were intended to help cross-subsidise the development of the stadium and that the funding strategy recognised this wider site context rather than purely the residential development on Plot 5. These considerations remain relevant and the amended proposal should be considered in that context of wider regeneration.

6.2.5 The NMA (HGY/2017/1183), which converted the 49 serviced apartments to residential (C3) use was accompanied by a development viability appraisal (dated 03/04/2017) which assessed the additional value of the residential units, plus whatever increase in land values had occurred in that time. This concluded that any increase in the values from converting the serviced apartments to private apartments was not significant to require a full revised viability assessment. The appraisal of economic circumstances was considered sufficient to satisfy that any improvements in viability would overall still result in a significant deficit.

6.2.6 A subsequent Late Viability Review (LVR) was required following the completion of the stadium assess any subsequent improvements in viability, such as increased sales values for the residential units at the time of completion of the stadium.

6.2.7 In accordance with the requirements of Schedule 10 of the S106 Legal Agreement for the approved hybrid permission, a Late Viability Review (LVR) was submitted in 2019. As per the requirement of that LVR, this was submitted after the completion of the stadium and considered the changes in economic circumstances since the approval. This was reviewed on behalf of the Council by BNP Paribas Real Estate, viability expert consultants, in July 2019. They concluded that the residential component continued to create a significant viability deficit and that the site continued to be unviable for delivery of affordable home delivery.

6.2.8 Since the review of the Late Viability Review external factors such as the UK leaving the EU, Covid-19 and inflationary pressures, as well as lower than expected growth in the housing market have suppressed the viability of development on the site. The applicant has highlighted that while build costs have increased 26%, sales values have risen relatively slower at 11%. These factors have also meant that the cost of delivering the hotel has increased significantly. Construction costs linked to the amended design and height increase, as well as improved materiality and sustainability have also impacted.

Viability Review

6.2.9 The viability assessment and the Economic Circumstances note provided by the applicant have been assessed independently by BNP Paribas, appointed by the Council specifically to scrutinise the applicants' viability position. They have been able to assess the assumptions made in the note of Economic Circumstances and the cost inflation and revenue increases. Their review has confirmed the construction cost increases and sales revenues that have not kept pace with one another and it has been determined that the scheme will remain in significant deficit even with the additional floorspace provision for the residential and hotel elements in this plot.

6.2.10 The BNP Paribas review has considered the figures presented in the 2017 viability report and the assumed residential revenues of £600 per sqft at that time and compared those to the increased figure of £666, whilst also factoring the increase in site wide residential floorspace from 36,328 sqft to 72,441 sqft, as well as all other revenue and costs. This has concluded that the total revenue will increase from almost £47m to over £80m. However, this is countered by increased costs from £88m to over £150m. This creates a residual land value of over £70m. This is based on a 15% profit for the developer, which is reasonable in current assessments for a large scale project of this nature.

6.2.11 The applicant's residential floorspace values at £666 / sqft on the basis that this would be commensurate to that of the recently presented residential sites of the Goodsyard and HRW assessments. BNP Paribas's review has questioned if these are reasonable comparisons given the prestigious site of the proposed flats on this plot and consider that these could be of greater value. However, it should also be noted in that context that increased floor area is not necessarily commensurate to a direct increase in revenue, given that the number of flats has not increased.

6.2.12 To ensure there are no questions of these figures being undervalued, BNP officers have included a sensitivity assessment, which considers how increased revenue would impact the overall viability. The sensitivity analysis demonstrates that even if the hotel and residential values were increased by 60% the development would still generate a deficit of over £21m and even at 80% more revenue the scheme would only provide just over £6m for residual land value. In reality even the most optimistic of assumptions on anticipated revenue, the scheme would remain in deficit.

6.2.13 It is also relevant that the development will pay more local CIL on the residential floorspace and Mayoral CIL on the increased floorspace of the hotel. The applicant has also committed to undertaking plans for the delivery of highway improvements and off site playspace provision, which were not applicable to the extant permission. All of which create additional costs.

6.2.14 As such the amended proposal does not alter the viability position established in the extant permission and a large deficit remains so no affordable housing can viably be provided.

6.3 **Regeneration**

Overview

6.3.1 The approved hybrid permission was approved in 2016 on the basis of this masterplan being a prominent driver of regeneration in the area. The existing socio-economic circumstances of White Hart Lane and Northumberland Park wards as the 2nd and 5th most deprived wards in London (124th and 190th nationally) at the time provided context for the need for regeneration. Retaining Tottenham Hotspur FC in the locality was, and still is, a key part of that regeneration and the successful delivery has already provided local socio-economic benefits.

6.3.2 These regeneration ambitions were reflected in the Development Framework for North Tottenham, reflected in the relevant Strategic Policies document, Tottenham Area Action Plan, Strategic Regeneration Framework and the various improvements in health, lifestyle and opportunities that improvements in the area would achieve. The importance of having a well-known club and prominent stadium was cited as a means of changing people's views of an area, increasing local pride and encouraging newcomers to set up homes and businesses.

6.3.3 The assessment of the hybrid permission highlighted these issues in detail along with the significant economic benefits that the masterplan regeneration would have for the area. This referenced 890 full time equivalent (FTE) jobs over a 4 year construction period and an additional 570 employees on match days within the stadium, as well a 100 FTE roles and 330 additional match day staff (on top of the 570) due to the increased capacity and higher levels of catering and hospitality to be provided.

6.3.4 Within the wider hybrid permission, the employment opportunities of 185 FTE roles at the hotel, 125 FTE roles at the Tottenham Experience, 25 FTE roles at the Extreme Sports Centre, as well as less detailed figures for employment in the outline community / office use and Health Centre on Plots 5 and 6 were all noted. This conservatively concluded that the effect of these additional employees spending money in the local community would be estimated at up to £950,000 (407 employees spending £10.49 per day). This is not to mention the increased spending of hundreds of thousands of visitors to the area and money spent on local goods and services in the locality.

6.3.5 As well as the economic benefits, the assessment of the hybrid permission also highlighted the community endeavours undertaken by the Club, in particular with Tottenham Together, Percy House Future Skills Hub and the Tottenham Foundation. Programmes include employment, training and apprenticeships, as

well as promoting physical health and wellbeing and a sense of community safety. The report also highlighted the benefit of securing additional housing, community use, leisure and health facilities were all also highlighted as clear benefits of the masterplan.

6.3.6 The amendments to Plot 3 in this application must still be considered within this context and granting permission for this amendment to the approved building will drive delivery of this plot and the wider masterplan delivery. This will in-turn deliver those regeneration benefits noted within the original hybrid permission.

Relevance of amended hotel delivery

6.3.7 The provision of the hotel was highlighted as having positive economic, employment and training impacts when approved and the benefits of these socio economic improvements remains relevant. The figures for the approved hotel were based on a total floor area of 18,820 sqm, which included not only conventional hotel rooms but also the 49 serviced apartments. The hotel and Extreme Sports Centre were expected to generate an additional 153,000 accumulative visits (53,000 for the hotel) and between £200,000 and £2.4m of spend locally.

6.3.8 The 2017 NMA to allow the 49 apartments to be conventional residential (C3) use, meant that there was a reduction in hotel floorspace to 15,537 sqm. No assessment has been made of the economic impact of the reduction of hotel floorspace. However, it is reasonably considered that the increase in hotel floorspace 16,696 sqm in this amended application, as well as increased residential floorspaces, would be an improvement on the extant level.

6.3.9 The original permission included obligations regarding employment, training and apprenticeships for residents of Haringey and adjacent Boroughs. These have been retained as obligations and have been varied to specifically focus these for Haringey residents and the immediate locality. The applicant has also confirmed that the hotel will function as a ‘training hotel’, which will encourage local college students to gain experience within the sector through various initiatives and support people to grow careers in hospitality.

Community regeneration benefits

6.3.10 Encouraging people to visit the site and feel part of this regeneration was encouraged in the original hybrid permission through the requirement for 12 community events to be held on the podium. These were scheduled to take place at podium level and bring the community into this space.

6.3.11 The Club has hosted numerous cultural and community activities such as the sporting events on the temporary sports pitch on the yet to be developed residential Plot 5. These have been undertaken in conjunction with community groups and Tottenham Foundation. However, the expected events on the podium

have not been commenced for a number of reasons, such as Covid-19 and extended construction phases, which are considered in more detail in relation to public realm and the podium in the sections below. The intention is that these podium events will be progressed thus encouraging the envisaged sense of community involvement and interaction with the site.

6.3.12 Officers welcome the meanwhile events on the wider site for the foundation as sports events. However, the aim of the podium events is to bring a wider community not necessarily interested in sport to the site and create a sense of "place" on the podium. As such the requirement for the podium events to start from the date of this decision is welcomed as an immediate community benefit of the development.

6.4 **Design**

Policy Background

6.4.1 The NPPF (September 2023) makes beauty and placemaking a strategic national policy, includes an expectation that new streets are tree-lined and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in the National Design Guide (January 2021) and, where relevant, National Model Design Code (July 2021).

6.4.2 The NPPF encourages achieving well-designed places. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 states that planning decisions should ensure developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping as well as being sympathetic to local character and history.

6.4.3 Local Plan Policy SP11 and Policy DM1 of the DM DPD are relevant to the design of developments. Policy DM1 of the DM DPD states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials, and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe, and easy to use.

6.4.4 London Plan Policy D9 requires that tall buildings are only developed in locations that are identified as suitable in Development Plans. It goes on to set out a number of visual, functional, and environmental impacts of tall buildings that should be considered in planning decisions.

6.4.5 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).

6.4.6 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Local Plan Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. Policy AAP6 of the Tottenham Area Action Plan states that, in line with DM6 of the DM DPD, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.

6.4.7 The 2015 hybrid permission not only included the approved 100m tall hotel building but also other taller residential towers in the south eastern corner of the masterplan for the wider site. Street improvements, provision of public realm, suitable mix of uses and the stadium and associated Tottenham Experience building were also included and are retained in this amendment.

Quality Review Panel Comments

6.4.8 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 19 April 2023 and 6 September 2023) as well as a Chair Review on 18 October 2023. A summary of QRP comments is detailed below with full comments in the table below:

6.4.9 *The panel thinks that the proposals have improved significantly since the previous review, and makes comments intended to ensure landscape, public art, local engagement and public space are delivered to the highest standards. Changes to the building's crown, articulation and materials make the design more elegant, and improve the quality of apartments. Public realm at ground floor and podium is also significantly improved, but the panel asks for further thinking on creating a unified public space outside the hotel entrance. The proposed increase in the building's height can be justified through the delivery of greater public benefit. The panel therefore emphasises the importance of safeguarding the concept of a 'town square' and protecting future public access. The panel asks for guidelines on signage, planting and seating to prevent future operators compromising public realm quality. The panel also asks for the development of an arts and public engagement strategy, to help ensure the character of the area has a genuine influence on the project. The panel encourages the applicant to set higher sustainability ambitions for the scheme, including reducing embodied carbon in materials, and exploring material reuse and circular economy principles.*

Table 06: Summary of QRP comments (October 2023 Chair Review) & officer response:

QRP Comment	Officer Response
The panel thinks that the changes made to the crown of the tower since the last review work well. The articulation of the fins and the changes of material help the massing appear less solid, creating a more elegant form in townscape views.	Noted
The changes to the crown design have also enabled better balcony provision and better aspect and amenity for the residential accommodation, and are welcomed by the panel.	Noted
The panel is pleased to see significant development and improvement of the design for the ground floor level street frontage and entrances. Refinements to the design of columns, and the oversailing additions to the first-floor podium have a unifying effect on the street level public realm.	Noted
Changes to the servicing strategy, which directs most large vehicles to podium level and away from street level, are welcome as they have created opportunities for some improvement to planting and seating. However, the location of the coach drop-off here, meaning that seating faces away from the hotel, prevents it from feeling unified. The panel suggests more work to ensure it provides a meaningful public space. *The panel also notes that, although moving large vehicle servicing away from street level is beneficial, the arrangement should be monitored to ensure it does not have a negative impact on the quality of public space on the podium*	The final servicing and landscaping strategy will be conditioned and will consider how best to achieve quality public realm improvements alongside functional requirements of the proposed uses.
The public art brief has been developed since the last review, responding to the panel's request to expand the brief beyond commissions for fixed locations. However, the panel reiterates the need for the arts and	A condition for an art strategy is recommended. The applicant has been keen to engage with local artists and has recently undertaken various heritage trail

culture element of the scheme to be curated, with an arts framework and a public engagement programme put in place as soon as possible. *Public engagement is essential to reflecting the character of the area in the scheme. The panel would like to see local character embedded in the scheme design as it develops, rather than added later. A good example of this is Hackney Wick Station in east London, where local history stories have been told through a variety of materials and surface designs.* *Signage across the site should form part of the arts and culture brief. Both permanent signage and interim hoardings should be treated as an opportunity to involve artists.*	initiatives along the High Road. Consultation will continue between the club and relevant stakeholders.
The panel is aware that hotel and restaurant operators are not yet in place. However, it would like to see guidelines urgently developed for the locations and parameters of future signage, planting and seating. These are needed to ensure that the quality of public spaces in front of the hotel and the restaurant are not adversely affected when operators come on board. *The increased height of the building can be justified, but an increased level of public benefit is expected. This should include safeguarding the future delivery of the proposed publicly accessible 'town square'. It is important that future public access is not compromised by servicing requirements. The 'town square' design must function on event days with large crowds, and enable the everyday servicing of the buildings, while also providing an attractive new public space. The panel encourages continuing discussions with Haringey officers to ensure this is the case.*	Planting and signage will be conditioned. The seating areas are set in the layout, as is the seating around vents in the podium public square. The applicant has reaffirmed their commitment to delivering the public square.

The line of trees to the north of the tower is a strong landscape feature that helps to integrate different elements of the public space, helping to create a sense of place. The green wall proposed for the west flank of the tower, however, does not feel integrated. It should be more clearly connected with the wider landscape scheme.	The green wall has been better detailed in the updated set of drawings and is considered a suitable means of greening the site. This is welcomed.
The panel would like to see more opportunities for activity as well as the multi-use games area, and asks the design team to create opportunities for different scales of activity, especially for children. This can be done in simple but effective ways, such as through the use of markings on the ground. The Superkilen Park in Copenhagen provides a useful case study.	Additional landscaping ideas are welcomed, and a note of the Copenhagen floor markings will be included in an informative.
The panel is pleased to see the ground floor layout has been developed so that the outdoor amenity space for residents is accessible, even when the adjoining function room is in use for an event.	Noted
The panel encourages the applicant to go beyond minimum requirements for embodied and operational carbon, and to set high sustainability ambitions across the scheme. *Embodied carbon figures for the project are relatively high. The panel would like to see the applicant explore the reuse of materials and the application of circular economy principles as part of the project. The panel also asks for a commitment to reducing the use of high embodied carbon materials such as concrete, metal and glass.*	The applicant has engaged with LBH and GLA officers to improve the energy performance of the building and has provided a circular economy assessment as part of this process.
The panel appreciates that energy use figures for both the hotel and the apartments are skewed by the limitations of the Building Regulations Part L methodology. It suggests instead using the	The energy use for the hotel has been noted by GLA and LBH officers and forms part of the assessment.

TM54 methodology to predict future energy use, so a comparison can be made with previous energy performance figures.	

Site Layout

6.4.10 The layout of the site would broadly align with that of the approved hybrid permission, with only modest alterations to the footprint of the hotel building. The space between the northern edge of the hotel and stadium has been increased but has become narrower between the proposed building and the outline permission for the Extreme Sports building. It should be noted that the narrow point between the buildings is set well back from street frontage, thus tempering this in views from the street. This is shown in the comparison below:

FIGURE 129. 2016 Approved NDP Scheme

Figure 8: separation distances

Accessibility and crowd flows

6.4.11 The crowd flow and safety aspects of the original hybrid permission were an important consideration given the significant increase in stadium capacity and new events to be undertaken on site. That application was independently assessed by an external third party in conjunction with LBH Building Control officers, who concluded that the design layout was acceptable. The planning process was just the first part of that assessment and additional crowd safety audits were also required.

6.4.12 The building footprint and relationship with access points to the podium are materially different in this application but would not have a significant impact on crowd flows around the stadium. The significant change is an alteration to the podium access, which has removed one of the two approved hotel forecourt stairs to podium level. This has been reviewed by Building Control Officers who have raised no concerns but have advised that this would be assessed further through building safety and crowd flow assessments outside of the planning process. One set of stairs and lift to podium level would be retained from the hotel forecourt. As such, it is considered that this is acceptable from a design perspective, subject to further assessments outside of Planning regulations.

Amount, location, and type of Open Space

6.4.13 London Plan Policies D1-D3 and D8 calls for high-quality public realm that takes account of environmental issues, including climate change, and provides convenient, welcoming, and legible movement routes and stresses the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages, and minimising inactive frontages. Policies DM2 and DM3 of the DM DPD reflect this approach at the local level.

6.4.14 Local Plan Policy DM12 calls for proposed housing in areas of especially poor residential environmental quality to provide landscaping, trees and, where possible, additional open space. Policy DM20 of the DM DPD requires that sites over 1 hectare in size require the creation of additional publicly accessible open space. The masterplan site is within the White Hart Lane Area of Open Space Deficiency (as identified in Figure 4.1 of the Development Management DPD), further emphasising the need for such provision from this masterplan hybrid development proposal.

6.4.15 The Tottenham AAP also required such publicly accessible space and was a fundamental part of the public benefits of the approved hybrid permission.

6.4.16 The wider application site and quantum of open space is retained within this application, meaning the requirement for open space provision remains sufficient. The podium is currently in use, but it remains in the ‘interim landscaping phase’ and is not expected to be fully realised as a publicly accessible space until later in the masterplan delivery.

6.4.17 The masterplan recognised the importance of this as open space as a major community benefit from the hybrid extant permission. It also recognised the need for improved permeability at podium level, allowing access from Park Lane, High Road and Worcester Avenue and a green route linking Northumberland Park Station to White Hart Lane Station. As well as the provision of open space and these thoroughfares, the assessment of public benefit also highlighted the potential benefits of the open space for use by community groups, the Tottenham

Foundation and the Council for a variety of events. These commitments became obligations within the S106 legal agreement, which required 24 hour public access to the podium (for 364 days a year); a security strategy to ensure suitable management of the space; a Public Access Management Plan (PAMP); and a commitment to 12 events on the podium every year for the first six years following the first major event.

6.4.18 The first major event at the stadium took place during the Covid 19 pandemic, at which time it wasn't possible for the public to attend the event. Given the restrictions at that time, it was considered reasonable that the obligations to open the podium and provide public events were not suitable and it was agreed that this could be postponed at least until the end of the 2020/21 season.

6.4.19 Since the granting of the hybrid extant permission in 2016, only the Stadium and Tottenham Experience parts of the development have been substantially developed. There have also been significant delays to the progress of the two adjacent sites which mean the rate of change surrounding the stadium has slowed. Specifically on this site, it has meant that the podium has not been activated by the commercial and residential uses approved in outline form for plots 4 and 5, thus the area currently has limited passive surveillance and activity adjacent to this space.

6.4.20 The applicant has also referred to security concerns at podium level and the additional requirements for counter terrorism and security arrangements following Paris and Manchester terrorist attacks. As such no public access has been allowed to date and no community events have taken place at podium, level. However, community events and public access obligations are expected to be complied with at the earliest reasonable time following this revised permission and completion of relevant construction works respectively.

6.4.21 The hybrid permission realised the potential for such issues and required obligations for a management and security strategy as essential in ensuring the effectiveness of this open space. The Metropolitan Police have been consulted on the application to confirm that the proximity of a town square podium use in this proximity to the stadium would still be appropriate. They have confirmed that there would be no issue of such use as long as the site was suitably managed. As such, it is considered that the existing obligations and conditions regarding security and management will suffice when the site becomes more activated.

6.4.22 A condition of the hybrid permission required a landscaping strategy and phased delivery of the public realm as each plot is developed. It is accepted that the site still requires improvements prior to the podium becoming a viable public realm destination but will become more viable following the greater activation of the Tottenham Experience and hotel sites in the next phase. The lack of development of the adjacent site has meant that this is also not the desired through route

envisioned in the site allocations and permission but is still expected as the podium is opened up on a day to day basis.

6.4.23 The application is supported by a phasing plan that highlights modest provision of landscaping at podium level, largely around this plot. It is accepted that the ongoing construction adjacent to the podium would make this challenging alongside ongoing security concerns. Further factors such as how the proposed landscaped design would appear next to the existing temporary surface and the cost of removing parts and the feasibility of providing some items, such as the jump jet water feature that are not going to be in high use until the site is more widely accessible. On that basis it is accepted that this be delivered prior to the first occupation of the flats on Plot 5.

6.4.24 Whilst the day to day public opening remains challenging, the temporary opening up for events can be managed, as they are on event days and such community benefit will be delivered at the earliest possible time.

Building Scale, Form and Massing

6.4.25 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).

6.4.26 D9 acknowledges that Development Plans should define what is considered a tall building for specific localities. The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of ‘tall building’ as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).

6.4.27 Policy D9 sets out specific consideration when assessing tall buildings. These include suitability of sites for tall buildings, how they will appear in long-range, medium-range and immediate views, contextual heights and how they will act in wayfinding, architectural quality and materials and how the development will interact with heritage assets.

6.4.28 The provision of a tall building was approved in the extant hybrid permission, but this amendment seeks to increase that height by an additional 21-27m as measured to the lowest and highest point of the highest angled ‘blade’. This would be compensated by a breaking up of the massing into varying heights and a reduction in the overall width of the building, creating a wider gap between the proposed building and the stadium.

6.4.29 The additional height is substantial, but the design has convincingly shown that the increase will sit comfortably within the emerging cluster of tall buildings in the

vicinity. The maximum height will remain lower than the tallest residential tower in the residential quarter of the wider stadium development, Plot 5, and commensurate with the tallest buildings in the recently approved High Road West development. In this regard the building would sit comfortably within the context of the area.

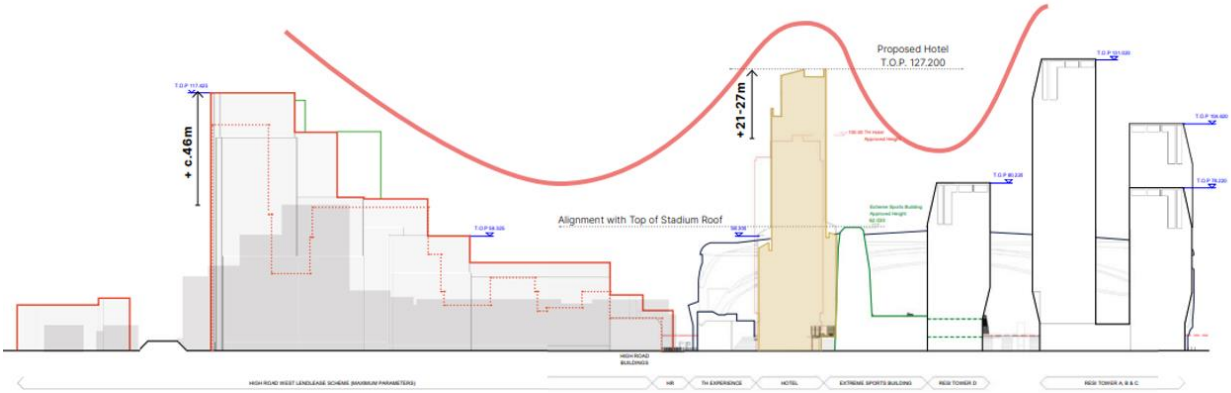


Figure 9: massing context

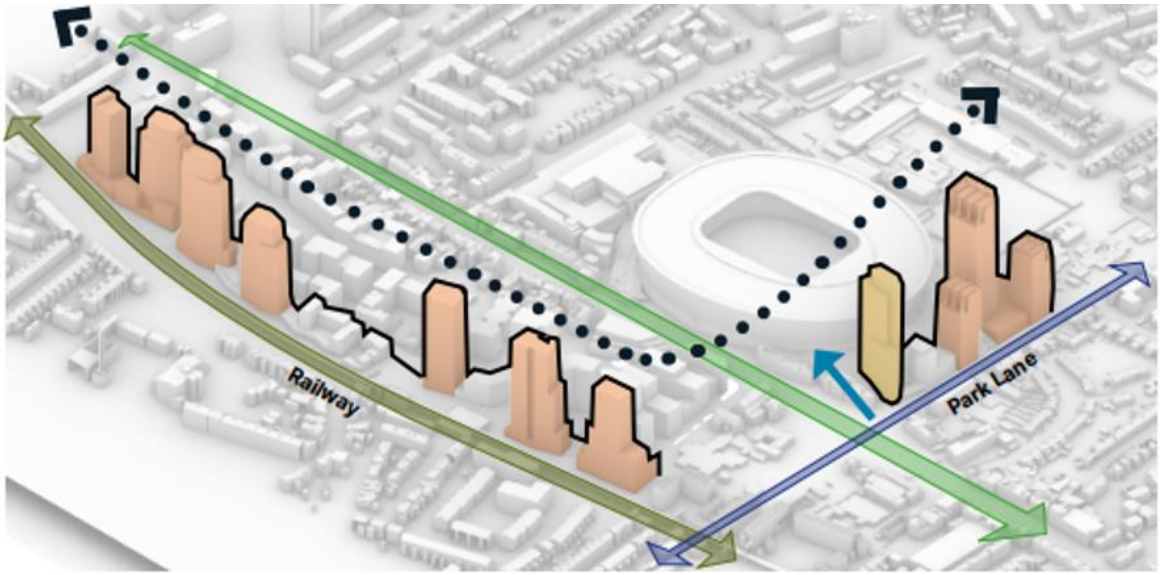


Figure 10: wider massing context

6.4.30 The updated long-range and medium-range views assessed for townscape and visual impact depict this taller proposal, as more visible, such as above the roof of the stadium, as viewed from the north. However, the scale would not be prominent, and in many cases where visible, it would accompany the already visible t;allest residential tower. In several views from the south, including Tottenham High Road Historic Corridor, this proposed hotel would become more visible than that of the approved hybrid permission. Although this is a sensitive heritage setting, the taller, slenderer tower now proposed would be more effective in acting as a wayfinder for the stadium, which is considered to be a beneficial effect of a tall building.

6.4.31 In views from the east and west, the reduced width will be apparent and appear more refined and slender than the approved design, representing an improvement in its appearance. The Design Officer has commended the tall, thinner tower and distinctive angled 'blade' profile top and expressive counter-angled transition at mid-point, stating that it will appear more elegant from these directions. Further noting that the previous approval appeared squatter and almost as wide as it was tall. Notwithstanding the quality of the design, it is acknowledged that in distant views west, Plot 3 will be hidden by the High Road West development and likewise from the east, views will be obscured by the residential towers in Plot 5.

Design Composition and detail

6.4.32 The Design Officer has commended the amended design as a sleek, abstracted series of blades or planes, predominantly of glass and silver metallic cladding, rising out of lower planes of solid brown, copper-coloured cladding interspersed with glass and an elaboration of the more glass dominated design of the approved hotel. Further noting that the abstract palette and principles of composition significantly improves the three-dimensional design composition with a strongly, contrastingly expressed base, middle and top. The breaking up of massing within the different parts is also supported, noting the physical benefit of the break around the building's mid-point into contrasting elements.

6.4.33 The Design Officer elaborates that the clad upper section of the residential part of the proposed building, builds most closely on the approved design, made up of sleek glass blades but at their top these "peel" back to reveal roof terraces to some of the top flats and an inner, more dramatically sloped topping element. At this middle to top transition, as at other transition points, this is also sloped, generally in the opposite direction, adding to the drama of the composition as a whole and to the expression here of the top of the tower.

6.4.34 The use of materiality and massing is highlighted further within the Design Officer's positive commentary, referring to the sloped middle transition and how this marks the change in materiality. This transitions to the darker, browner, copper clad element covering the hotel floors, stepping out to form terraces for the club and residential shared amenities. The transition from lower-middle to upper-middle aligns with the stadium roofline as well as other emerging mid-rise schemes such as the closer, lower blocks of HRW approved development. The result is an implication that the glass upper element of this tower is rising out of a heavier, darker, lower massing.

6.4.35 The base of the proposed building takes cues from the light grey concrete panelling of the base of the stadium, following the slope of the steps to the podium, and linked to the walls of the podium immediately east of the hotel. Despite the base being in a heavy concrete material it is as light as possible, sitting in from the bronze cladding above, and as open as possible to glazing and the open arcade

along the street frontage. This links in successfully with the lower transition and creates a harmonious whole.

6.4.36 The choice of fenestration supports the abstract composition of sleek blades, being almost flush with the solid cladding. These elements would be separated by slight, thin vertical fins to structure the façade, which form joints and sun screening whilst maintaining the primacy of the overall composition. The Design Officer welcomes such design detailing and further points to the fenestration disappearing into these facades as a series of continuous vertical stripes of glazing within the copper cladding to the hotel floors.

6.4.37 This façade detailing minimises any expression of individual floors, reducing the apparent height of the appearance of the proposed building and emphasising its overall sculptural form over individual floors or windows. The only substantial disruption comes at the intersection of the blades or planes, a slight recess at the slight angle change mid-way across the eastern and western sides and a deep, richly modelled recess at the sharp angle change at the narrow prow at the northern and southern ends. The Design officer further praises the design in the upper residential floors, which each house deep, generous balconies, with balustrades that provide a contrasting horizontality, incorporating planters for residents in a darker bronze colour like that of the lower cladding.

6.4.38 The material palette is considered to be robust, attractive and complementary to the rest of the stadium development. Several of the proposed materials already incorporated into the built form or very similar to those adding to this proposal's characteristic design of this as a landmark development. Materials will be subject to approval of physical samples by condition.

Landscaping and public realm

6.4.39 These proposals include amendments to the public realm around the proposed hotel, both at street level to Park Lane at its junction with the High Road, and to the podium around the stadium. The podium is discussed in detail above, but the refinements to the approved landscaping and design of the paving are considered as positive improvements. The proposed extended seating area above the hotel forecourt at street level is considered to be a successful and desirable addition, which will create a green perimeter of the podium and this frontage as a whole. Likewise, the addition of green walls and planters.

6.4.40 The podium seating area will act as a covered pedestrian arcade, uniting the hotel, residential and podium access. The openness, lightness and airiness of this arcade has been maximised in design evolution of the building base, so that entrances onto it will be highly visible from the street. The concrete clad surfaces within and around it are amongst several spaces identified for art installation, with a community focus. At its western end, the prominently projecting nose of the extant design has been refined. This still projects forward but now only slightly and

enables smoother pedestrian flow and avoids the projecting glazed tip. At its eastern end, a security office gives access to hotel staff and deliveries, secure visitor cycle parking and access to the stadium carpark and provides passive surveillance.

6.4.41 In front of the hotel, the vehicular drop-off has been expanded to meet hotel needs, whilst not losing its feel as part of the public realm and streetscape. A low planting bed, including further public art opportunity, will provide greenery and benches, as well as protecting the pedestrian pavement alongside Park Lane form the vehicular drop-off. Robust, high-quality paving and bollards consistent with that used along the High Road is welcomed for a coherent whole. The paving will incorporate the same striped patterning to give the stadium neighbourhood an appropriate distinct character and will connect the start of Park Lane with the stadium frontage. Such a design proposal should be continued in the final phases of this masterplan.

6.4.42 Similarly, the podium landscape is to be completed around the hotel, in line with the previous agreed design, modified to accommodate these changes. In particular two areas of outdoor seating, facing the stadium for the hotel café, and overlooking the edge of the podium onto Park Lane at the hotel etc. entrances are expanded and detailed, with significant additional planting to the robustly designed but harmonious fencing and to the podium entrance. Fencing to the café seating is identified as a further opportunity for public art, with two other locations identified being the hotel west façade beside the stairs and in the hotel lobby; the applicants have also committed to a procurement process for public art working with the Tottenham creative community, in response to Quality Review (QRP) requests. An obligation is proposed in the heads of terms to capture this art strategy.

Design Summary

6.4.43 These amendments have been convincingly demonstrated by the applicants, in consultation with their expert consultants, including hotel specialists, of how to make the hotel and associated residential uses make a significant contribution to the success of the stadium and wider area. The enlivened frontage and greater economic vibrancy on non-match and event days, as well as complementary to the growing importance of the stadium as a sports and events venue is welcomed as part of this wider development and regeneration of the area.

6.4.44 The overall design is considered to significantly improve the quality from that approved alongside the internal improvements and a form of development that the applicant believes will be the best driver of this plot and wider delivery of the masterplan. The high quality design has taken on-board consultation comments from officers and QRP members and is considered to provide a high quality, refined, slender design, which will complement the emerging character of the area. The appearance, accessibility, public realm and public art contributions will embed it into the existing vibrant neighbourhood and creative community of Tottenham.

6.4.45 Although this is a tall building, its elegant design, striking proportions, and robust materials will ensure it will be of appropriate appearance to a landmark location, acting as a beacon to this major destination, whilst creating high quality, usable public realm, accessible to all, avoiding detrimental impacts on neighbours.

Inclusive Design

6.4.46 London Plan Policies GG1, D5 and D8 call for the highest standards of accessible and inclusive design, people focused spaces, barrier-free environment without undue effort, separation, or special treatment.

6.4.47 The applicant's Design and Access Statement (DAS) explains how the proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people. Building access, internal corridors and vertical access would meet Building Regulations.

6.4.48 As discussed under the 'Transportation' section below, car parking provision includes wheelchair user provision and other users that may have a particular need to access a car. The proposed cycle parking also includes spaces for 'adaptive' and large bikes. The proposed surfacing improvements to the highway and approved accessible routes to the podium are welcomed. Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The particular requirements in relation to wheelchair accessible housing are discussed under Residential Quality below.

Secured by Design

6.4.49 London Plan Policies D1-D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages, and minimising inactive frontages.

6.4.50 As discussed above, the proposed layout incorporates an active ground floor frontage through the hotel foyer, residential entrance and podium accesses. The colonnaded frontage meeting the street level will be illuminated and active 24 hours a day to help mitigate any loitering or anti-social behaviour. The podium will be activated by bar and seating areas. Security of these spaces will be ensured through the security strategy required within the S106. These features and activation of the space should all help ensure a safe and secure development and an active public realm. The outlined design of the public realm, including proposed landscaping and lighting, are also considered acceptable.

6.4.51 The Met Police have also been consulted and confirmed that they are satisfied that the layout, access and design changes will not have any significant impact. A Security Strategy has been submitted but remains confidential, but has been reviewed by both The Met Police. In broad terms the applicants have set out

measures that will be undertaken to ensure security between the uses and the wider site.

6.4.52 Overall there is no objection in principle, subject to the imposition of appropriate conditions. Suitable planning conditions will require Secured by Design accreditation and ensure the Met Police's continued involvement in detailed design issues.

6.5 Heritage Conservation

6.5.1 Paragraph 196 of the NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.5.2 London Plan Policy HC1 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail and places emphasis on integrating heritage considerations early on in the design process.

6.5.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 of the DM DPD continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

6.5.4 Policy AAP5 of the Tottenham Area Action Plan speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.

6.5.5 Site Allocation NT5 of the Tottenham Area Action Plan requires consistency with the AAP's approach to the management of heritage assets. The High Road West Master Plan Framework's approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to the west of the Master Plan area.

Legal Context

6.5.6 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character

or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".

6.5.7 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

6.5.8 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

6.5.9 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

6.5.10 If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.

6.5.11 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.5.12 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.5.13 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the

overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

Historic England's View

6.5.14 Historic England were not convinced by the proposal for the stadium and wider masterplan within the approved hybrid permission and have retained that objection to the revised proposal. The comments are detailed in full in Appendix 3 and summarised as follows:

6.5.15 *Historic England maintained a strong objection to the consented 2015 scheme for the redevelopment of the stadium site to which amendments are now proposed. Aspects of the scheme, including the radically altered setting of a Grade II listed building and demolition of several locally listed buildings within the conservation area, have now been implemented despite our view that this would cause substantial harm. The proposal seeks to increase the height of the hotel tower by 6 storeys (27m) from 23 to 29 storeys (127.2m AOD). Whilst there is an existing planning consent and we acknowledge the recent appeal decision on a neighbouring site for towers of 32, 29 and 27 storeys, we remain of the view that harm arises from the scale of the new development which fails to respond appropriately to the existing grain and character of the local conservation areas. In determining this application for a minor material amendment to the approved scheme, we remind you of your duties under the 1990 Act to give 'special regard' to the setting of listed buildings and conservation areas and that 'great weight' be given to the conservation of heritage assets in accordance with the NPPF. You must also be satisfied that the public benefits, including heritage benefits, are real and cannot be delivered by any other means.*

Mayor of London's View

6.5.16 The GLA comments with regard to the 2015 hybrid proposal acknowledged substantial harm to the significance of the conservation area but recognised the significant public benefits. The Stage 1 response to the current proposal has made the following comments:

6.5.17 *The height of the hotel would increase from 23 to 29 storeys; however, it would also become more slender when viewed from east and west and would remain below the permitted height of the residential plot. Compared to the harm identified as part of the original hybrid permission, GLA officers consider that no additional harm to the significance of heritage assets would be caused, although the harm caused means that the proposals would not be in accordance with London Policy HC1. In line with the NPPF, this harm will be weighed against the public benefits of the proposal at the Mayor's decision-making stage.*

Existing Buildings and Significance

6.5.18 As referenced in both Historic England and GLA comments, the existing locally listed buildings have been demolished already, as part of the implementation of the hybrid permission. The assessment at the time considered the weight of public benefit arising from the redevelopment in assessing the planning balance. In this regard the demolition and redevelopment remain acceptable, as long as the public benefits of the approved development are delivered. The previous assessment concluded that *"On balance, the podium level interaction along the High Road and the retention of the remaining four buildings was seen to provide some continuity to the High Road."*

6.5.19 The planning balance considered, among other factors, the salvage of historic artefacts from the locally listed building and the required crowd safety arrangements for the new development as justifications for the demolition, but did not accept that these factors did not justify the loss of the three locally listed buildings, impact on Warmington House and the conservation area as a whole.

6.5.20 With regard to the approved hotel the Conservation Officer at the time concluded that *"Whilst it may be an attractive addition from the southern end to the skyline and may provide some level of enhancement to the setting of the conservation area, it does not overcome the less than substantial harm to its setting or the substantial harm to the listed building and its setting."*

6.5.21 Despite the acknowledgement of harm arising from the proposed demolition and redevelopment, officers concluded that the public benefits would outweigh the harm and loss. That starting point is important in assessing any additional impact of the proposed amendment from the extant permission.

Proposed amendments to the hotel

6.5.22 The Council's Conservation Officer has highlighted the context of the approved hybrid consent and previous heritage impact assessment and has focussed on the specific alterations in the scale, massing and design. The justification for improved layouts and creation of slender, elegant tall building, with greater emphasis on the blade like shards form part of a carefully composed approach to massing has been accepted. The variable shoulder heights and materiality of the lower form are highlighted as a means of integrating and anchoring the building at street level. The slender design is also beneficial in reducing the total width of the building, improving the relationship with the stadium and surrounding buildings in east to west views.

6.5.23 The amendments in orientation in the latest submission further highlight the slender form of the hotel as seen in north-south views through the sophisticated geometry of the angled 'blades' in combination with the increased height. The Council's Conservation Officer further notes that the amendments to the tower

have been comprehensively developed and detailed to hone the design quality, energy efficiency, fire safety and sustainability of the hotel tower while re-testing its impact on the surrounding heritage assets in comparison to the effects produced by the consented tower. These comments highlight that the design illustrates the quality of both internal and external enhancements to the tower, surrounding public realm and landscape design and descending benefits.

6.5.24 The Conservation Officer goes on to reference the specific design benefits and crowning section of the tower refined upper sections, distinctive façade design, mirrored and angled blades and top spire, noting that these are progressively more lightweight when viewed from the south along the High Road. Further supportive comments note that the whole building appears as a slender and angled architectural 'origami' reaching towards the sky and leading the eye upwards, from the base of the building to the top. The façade design has been developed concurrently with design refinements to the internal layout and aspect of the units as well as to the façade detail and lighting. The proposed lighting strategy, specifically the halo illumination to the upper parts of the blades, contributes the sense of material lightness and visual permeability of the crown of the building, as also conveyed by the projecting fins. The crown roof will also help obscure the top floor plant and services.

6.5.25 The materiality has also been praised, referencing the planar facades as a combination of polished, matte and brushed solid aluminium panels, solid openable panels within all habitable rooms, glazing only where vision panels are required and rationalisation of all wall types by reducing the amount of glazing. The lower section of the building will have a closest relationship with the street level and light grey concrete and glazing will reinforce the relationship and continuity with the public realm. The use of the amended wayfinding columns and signage are considered to integrate into the design of the tower, in line with the Stadium wayfinding strategy. The integral signposting will also minimise any visual clutter within the public realm.

6.5.26 The design of the forecourt entrance is considered to have successfully integrated the residential, hotel and associated amenity entrances into the façade. The Conservation Officer has highlighted the bright colonnade defined by large, glazing to the ground floor facade behind the sculptural light grey concrete columns and canopy, which is considered to create an elegant and inviting plaza that seamlessly connects to both the public realm incorporating the multiple entrance doorways. These amendments to the design of the base of the tower ensure that the entrances to the hotel and residential uses are immediately legible behind the spacious colonnade at street level, as well as functioning as a lantern underneath the canopy, thus benefitting the physical and visual connections between public realm hotel tower and related landscape.

6.5.27 The improvements to the landscape design and public realm surrounding the tower have enhanced the integration of the tower site which has also been improved

following comments from LBH officers and the QRP. In summary, the landscape and public realm better integrates with the wider public realm within the Stadium site. Additional planting is proposed on the east and west elevations and the introduction of two 'green walls' is welcomed in that context.

6.5.28 Overall, the increased height of the proposed building in Plot 3 is considered to be compensated by the positive improvements in the form of the slender appearance and refined top elements of the "blades", as seen in long views, as well as creating a sympathetic relationship with the streetscene. Other beneficial improvements through improved landscaping of the plaza area, planters, trees and vertical greening of the façade, as well as local artwork displays are also welcomed as integrating with the historic and cultural setting.

Contextual views

6.5.29 The proposed landmark tall building is considered to successfully integrate into the context of the emerging character and contemporary setting. The wider visual impact on the heritage setting has been tested in 15 verified views taken from the surrounding area, including the North Tottenham Conservation Area, Tottenham Cemetery and Bruce Castle Park. The visual impact review has also included heritage assets within views, heritage assets as visual receptors and views within the context of emerging schemes. These impacts of the revised tower are illustrated within the submitted Environmental Statement Addendum Supplementary Note. The Council's Conservation Officer accepts that the amended tower design, despite its increase in height, does not cause any further harm to the significance of the surrounding heritage assets as previously assessed in relation to the consented design proposal for the hotel tower.

6.5.30 The taller but slenderer silhouette, sympathetic materiality of multifaceted, planar, anodised-effect elevational treatment with complementary light bronze, projecting mullions and lower shoulder fins have all been cited as sympathetic integration of the additional height. Likewise, the south-facing tallest point of the angled crowning blades, top of tower 'lantern' and matching balustrades to balconies are all considered to be successful alterations from that approved. The overall effect is of a distinctive, architectural signposting, landmark building within these views, which successfully sit within the emerging contextual character of the area.

6.5.31 Comments from the Conservation Officer are broadly welcoming of the proposed amendments from the extant permission but a point of clarity has been raised that this would not *"enhance the character of the North Tottenham Conservation Area"*, as cited in the ES Addendum (appendix 8.2, paragraph 9.6.42). The Conservation Officer has highlighted that whilst the necessary height is required and has contemporary design quality it is not a heritage led approach and, as with the approved tower, would still have less than substantial harm, albeit mitigated by the quality of design and public benefit. In this regard the assertions from Historic England regarding this and wider masterplan, as well as emerging changing

character are considered to be valid, but are balanced against the harm of the proposed amended design and development as a whole.

6.5.32 The Conservation Officer concludes that the greatest harm to the heritage assets has already occurred through demolitions and works associated with locally listed buildings and do not need to be re-visited. However, the proposed refinements to this particular plot 3 tower will have a beneficial impact on the character and appearance of the heritage setting through exceptional design in collaboration with officers and QRP members.

6.5.33 As such, paragraph 202 of the NPPF is engaged, requiring the public benefits to weighed against the heritage harm. The resultant harm has been given significant weight, but, in accordance with guidance in the NPPF paras (202 and 203) is considered to be outweighed by substantial public benefits referred to above.

6.6 Residential Quality

6.6.1 London Plan Policy D6 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

Accessible Housing

6.6.2 London Plan Policy D7 and Local Plan Policy SP2 require that all housing units are built with a minimum of 10% wheelchair accessible housing or be easily adaptable to be wheelchair accessible housing. London Plan Policy D5 requires safe and dignified emergency evacuation facilities, including suitably sized fire evacuation lifts.

6.6.3 The proposed scheme includes 10% of residential units designed to meet Building Regulation M4 (3) (wheelchair user dwellings). These proposed homes are distributed between floors 17, 18 and 19. The remaining 90% of flats are M4 (2) (wheelchair adaptable) and are all generously sized for ease of adaptability. All flats are accessible through two stair cores, which also have access to lifts.

6.6.4 The proposed basement car park would provide 10% accessible car parking spaces, in line with London Plan Policy T6.1. A S106 planning obligation will secure a Car Parking Management Plan which prioritises and manages access to these proposed spaces.

Indoor and Outdoor Space Standards

6.6.5 All of the proposed homes would meet the minimum internal space and floor to ceiling heights (2.5m) standards called for in London Plan Policy D6. Proposed layouts are exceptional with all apartments at least dual aspect. The number of

homes per core would be no more than 4, half the maximum of 8 allowed for in the adopted and emerging Mayoral guidance.

6.6.6 All flats would have private amenity space of at least 9 sqm, with a quarter of the flats with at least double or significantly more generous balconies and terraces. In addition, all homes would also have access to a proposed communal amenity space on floor 14 and the semi-public landscaped podium space.

6.6.7 The amenity space of floor 14 would also provide fitness suite, cinema, playroom, lounge and associated facilities. Shared amenity spaces within the hotel part of the building will be accessible but likely will require payment for those services. Regardless, the dedicated internal and external residential amenity spaces are considered to be generous, especially given the larger floorspaces provided. The suitability of some of these spaces for seating at certain times has been questioned in terms of microclimate, which is assessed in more detail below.

Microclimate

6.6.8 The applicant has submitted an updated wind microclimate assessment as part of the ES Addendum, which builds on the 2015 ES version. In terms of living conditions, this is relevant to guest and resident access to the Plot 3 hotel and residential uses and the amenity spaces therein.

6.6.9 The assessment has been reviewed externally by an independent third party expert. The initial review in October 2023 raised some questions and a subsequent review has been completed in November 2023 based on further information from the applicant. These included further clarification on mitigation for the amenity spaces of the hotel.

6.6.10 The response suggests that the hotel and amenity spaces will require further mitigation measures if they are to be suitable for the end use. However, it is accepted that with suitable mitigation these would be suitable for their intended purposes and further mitigation can be achieved in detailed hard and soft landscaping. As such further review will be required in the S106 obligations.

Unit Aspect, outlook, and privacy

6.6.11 All flats would be at least dual aspect and would sit above the height of the stadium, well-spaced from neighbouring towers. There would be significant distances between proposed flats in this plot and those in Plot 5, as well as other neighbouring existing and approved developments.

6.6.12 The revised design of the proposed hotel massing in this application means that the lower storeys of the eastern side of the hotel have a closer proximity to the outline permitted Extreme Sports building. However, these buildings would retain sufficient distance between and the angled facades would help mitigate the pinch

point between them. It should also be noted that these will be hotel rooms at this height in the proposed Plot 3 and commercial / leisure in Plot 4. Any impact on the residential would not be significant.

Daylight/Sunlight/overshadowing – Future Occupiers

6.6.13 The applicant's Daylight and Sunlight Report has been updated through an addendum (October 2023) following the amendments to the proposed massing orientation and internal layouts in the August 2023 submission.

6.6.14 The results of the detailed assessments within the August 2023 report concluded that all of the eight dwellings assessed on the two lowest residential floors (14th and 15th) would achieve and exceed the minimum levels of daylight and sunlight recommended within the BRE and the BS EN 17037 UK National Annex by a significant margin. This means that the corresponding rooms on the subsequent floors would also meet and exceed their daylight and sunlight targets given the uniformity of floor-plates and improved access to daylight and sunlight higher up in the building.

6.6.15 The August 2023 report concluded that well in excess of 50% of all proposed outdoor open spaces (≥70%) will receive two or more hours of sunlight on 21st March, providing great level of sunlight amenity to the public and future residents. The changes have had minimal impacts on this, so no further technical assessment has been undertaken.

6.6.16 The daylight, sunlight and overshadowing assessment show a good quality of accommodation for the proposed residential units.

Noise and vibration – Future Occupiers

6.6.17 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development. Policy D14 of the London Plan sets out requirements to reduce, manage and mitigate noise. London Plan Policy D14 also seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation where this is not possible and minimise noise from development and to improve health and quality of life. Similar objectives are included in Policy DM23 of the DM DPD.

6.6.18 Noise associated with the completed development will be primarily from road traffic noise, external building plant, and match day and other events, as would be the case with the approved hybrid permission. There will also be potential for noise disturbance from the construction of the site and a noise monitoring and control regime will be required through a Construction Environmental Management Plan (CEMP). The extant approved hybrid permission allowed development between

08:00 and 20:00 and had no restrictions on days of the week. These would be amended to conventional hours with some flexibility for exceptional activities.

6.6.19 The proximity to the stadium does provide a somewhat unique relationship and there will be unique noise impacts. Mitigation measures have been incorporated in the design of the proposed building to ensure that residents will remain comfortable in these events, including mechanical ventilation, thickened glazing and the planar blade design.

6.6.20 The amended scheme is not considered to materially affect the noise and vibration conclusions of the approved hybrid permission. Therefore, the findings of the 2015 ES are considered still valid and applicable to this application and all likely significant effects resulting from the development are likely to remain as reported, with no additional effects or mitigation identified. Previous conditions regarding construction management, hours of operation, plant noise and machinery, frequency of events and conformity with the Environment Statement (and update) are considered sufficient.

Residential Quality – Summary

6.6.21 The layout and design of the proposed flats are significantly improved from those approved. The number of proposed wheelchair accessible homes and quality of these homes would meet requirements. The proposed homes and associated private and communal open space would generally be high quality and officers are satisfied that future residents would enjoy an acceptable residential amenity in terms of outlook and privacy, daylight and sunlight, noise, vibration and overheating. The wind/microclimate assessment has highlighted that further mitigation is required and should be provided through the imposition of appropriate conditions. The proposed layout and disposition of uses takes account of the event based noise and disturbance and appropriate glazing/ventilation arrangements have been incorporated into the design. Officers are satisfied that the proposed scheme would be compatible and comply with the Agent of Change principle.

6.7 Child Play Space

6.7.1 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 of the Local Plan underlines the need to make provision for children's informal or formal play space. The Mayor's SPG indicates at least 10 sqm per child should be provided. Haringey's Planning Obligations SPD, 2018 states that any shortfall in play space be multiplied by £95, which is the average cost per sqm of provision.

6.7.2 The original hybrid permission had no playspace as the serviced apartments would have been part of the hotel. The NMA to allow those flats to be used as more

conventional housing (C3 use class) retained much of the approved floorspace and would have been largely one bed units closer to the minimum floorspace requirements for flats, with no designated playspace.

6.7.3 The proposed residential part of the development would consist of 6 x 1 bed, 18 x 2 bed, 24 x 3 bed and 1 x 4 bed units. This differs from the extant permission, which consisted of 35 x 1 bed and 14 x 2 bed units in the original permission.

6.7.4 Using the GLA's Population Yield Calculator (October 2019), the proposed scheme estimates an on-site child population of approx. 22**.**2 (10.4 x 0-4-year olds, 7.5 x 5-11-year-olds and 4.3 x 12+ year-olds). This generates an overall need for 221.7sqm of play space. The application proposes the following:

Age Group	Yield from development	Provision (sqm)	Requirement (sqm)
0-4	10.4	35	
5 to11	7.5	0	
12+	4.3	0	
Total	22.2	35	221.7

Table 7- child yield

6.7.5 The proposed play space would be provided within the proposed podium level communal open space, with the amount of space for the 0-4 age groups. Officers accept that this 'doorstep' play is most suitably aimed at the youngest age range. It is also accepted that it is not practical to provide play space within the design and footprint of the building and that the nature of the podium use for large scale events in the wider site also makes that space impractical for further play space to be provided on site, but consider it reasonable for an off-site contribution to apply.

6.7.6 The proposed 35sqm represents a shortfall of 186.2sqm, which would require a financial contribution towards off-site provision of £17,670 based on the planning obligations SPD requirements. Whilst there is also internal amenity areas for children and the flats all have private amenity space, these do not compensate for the lack of playspace provided.

As mentioned above, there was no playspace in the extant permissions, but that scheme was for significantly smaller, predominantly 1 and 2 bed flats. The previous GLA calculator (relevant at the time) would have anticipated a requirement of 7 children on that basis. The justification for the shortfall in that application was on the basis that the shared core would have allowed access for all residents to the roof terrace amenity space and facilities within the hotel. As such the shortfall was considered to be acceptable on that basis. Whilst there would be some connectivity between the hotel and residential uses, the proposed design amendments would create separate residential and hotel lift / stair cores, so the previous connectivity no longer provided. The applicant has confirmed that residents would still be able to pay for these services though.

6.7.7 The podium was envisioned to be provided as part of the original town square in the extant permission and no further improvements are proposed there to compensate for the shortfall in playspace due to the limitations of the space on the podium and accommodating crowd flow. However, this is acknowledged as providing some new amenity for any families within the proposed building and wider site. It should also be acknowledged that the improved layout of flats, internal hotel amenity spaces and inclusion of private residential amenity spaces, are all significant improvements from the extant hybrid permission.

6.7.8 Overall it is considered that the uniqueness of these flats and wider context of the wider masterplan mean that on-site provision will be less of an issue than it would be on other sites. Given these constraints and that this is a S.73 amendment rather than new application, an off-site contribution of £17,670 is considered appropriate and will be secured through the amended S106.

6.8 **Impact on Amenity of Adjoining Occupiers**

6.8.1 London Plan Policy D6 notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

6.8.2 The Mayor's Housing SPG (2016) reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements and also calls for the BRE guidance on daylighting and sunlighting to be applied flexibly and sensitively to proposed higher density development, especially in town centres – taking account of local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.

6.8.3 The extant hybrid permission included an in-depth analysis of amenity impacts from the wider masterplan development, much of which remains relevant. The cumulative impact of the amended scale and massing of Plot 3, relevant to this permission, is detailed within the Environmental Statement Addendum (August 2023) and subsequent update, following then reconfiguration of massing submitted in October.

Daylight/Sunlight, overshadowing - Methodology

6.8.4 The ES Addendum, August 2023 provides the methodology used which consists of a desk top review, using 3D modelling for baseline conditions and future baseline conditions (including the masterplan and HRW schemes). This also considers the construction phase, completed development and cumulative development. An initial technical exercise was undertaken to determine whether the development results in material changes which would alter effects reported in

the 2015 ES. As an initial exercise for the Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH), values at surrounding sensitive receptors were undertaken, where the consented scheme was compared against the amendments. This isolated the sensitive receptors which would see significant changes in VSC and APSH because of the amendments.

6.8.5 The impacts of daylight provision to adjoining properties arising from the proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

6.8.6 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.

6.8.7 The BRE Guidelines recommend that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes…' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.8.8 The acceptable level of sunlight to adjoining properties is calculated using the (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

6.8.9 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines – which recommend that at least half of a space should receive at least two hours of sunlight on 21 March (Spring Equinox), or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

Daylighting and Sunlight Assessment

6.8.10 For the daylight and sunlight assessments, the sensitive receptors were defined by the extent of residential properties which have windows facing Plot 3 and are near enough to be affected by the development where the occupants have a reasonable expectation of daylight and sunlight.

6.8.11 A total of 1026 windows within 117 properties were assessed for VSC. 527 of the assessed windows were highlighted as experiencing no change when comparing the development to the consented scheme and 40 will experience improvements. The remaining 459 windows will experience VSC losses of no greater than 1.7% absolute and 170 retain VSC values of greater than 27%.

6.8.12 The cumulative impact of the proposed scheme and HRW show additional impacts on properties 1-22 Concord House. However, the rooms impacted would be bedrooms and kitchens where daylight impacts are less significant than in main living areas and the total loss would be no more than 3.5% VSC. Coombes House, 732 High Road, 4 Park Lane and 2 Park Lane would also see some additional daylight impacts in this cumulative scenario. However, these equate to no greater than 3.7% absolute VSC loss compared to the extant hybrid permission. Furthermore, the assessed windows in these properties will retain VSC levels of above 18% and therefore could be considered commensurate with the surrounding context of a dense urban environment. In addition, the room layouts in that building are unknown and there is a possibility that several of the windows assessed are not sole windows for living rooms. Daylight effects on the HRW scheme and on Plot 5 residential are considered to be acceptable in the context of the approved scheme.

6.8.13 A total of 134 rooms within 27 properties had windows within 90 degrees of due south and were therefore relevant for sunlight assessment assessed for VSC. 108 of the assessed rooms will experience either no change or improvements in APSH when comparing the Development to the Consented Scheme and 105 will experience no change in Winter Probable Sunlight Hours (WPSH). The remaining rooms will experience losses of no greater than 1% absolute for both APSH and WPSH. Importantly, where there are any reductions, the rooms will remain BRE compliant by retaining over 25% APSH and 5% WPSH.

6.8.14 The levels are therefore considered to be reasonable and not significantly worsened from the baseline permission. Residual VSC values in excess of 20% are reasonably good and appeal decisions for schemes in London have found that VSC values in the mid-teens are deemed acceptable. All residential windows tested for daylight would be left with such levels. Overall, officers consider that the levels of daylight and sunlight conditions would be acceptable, especially given the nature of the development and emerging high density within the area.

Overshadowing

6.8.15 A full assessment of the overshadowing results has been undertaken, recording that only the north east corner of the Northumberland Park Community School Ground experiences an additional shadow cast by the Development when compared against the Consented Scheme on March 21st at 4pm. The area will receive direct sunlight for well over 2 hours, as is required to be considered as not overshadowed. This also has large areas of other open spaces, so this is not a

vital area. Therefore, the overshadowing effects of the 2015 ES remain valid and further consideration is not required within this ES Addendum.

Microclimate

6.8.16 The extant hybrid permission noted that the introduction of proposed landscaping and wind mitigation meant that all locations in and around the site were considered suitable in terms of pedestrian safety, throughout the year and for all phases of construction. Further noting that additional landscaping would be required to further mitigate any impacts where they were less comfortable.

6.8.17 The updated Wind Microclimate Assessment similarly raises no issues of pedestrian safety. The updated responses from the applicant to the initial concerns have largely clarified that the proposed uses around the stadium will be suitable for the intended use. Further mitigation and investigation is required for the podium seating area to the north of the proposed Plot 3 building and for the approved seating area for the Tottenham Experience building. The applicant has agreed that further consultation with the third party will be undertaken through S106 obligation, to ensure these are desirable areas for seating.

Solar glare

6.8.18 The technical assessment was taken from 16 nearby locations considered sensitive in terms of solar glare. The technical assessment considers the potential occurrence, proximity and duration of solar reflections from the façades of the amended Plot 3. A total of 16 viewpoints for solar glare sensitivity were undertaken, three of which were added to the previous assessment on the basis of the additional height.

6.8.19 Eight viewpoints are considered further due to the potential for reflections within 30-degree of a road users' line of sight. However, reflections would only be visible of Plot 3 building from 4 of these viewpoints. These are shown below as HRN2, HRS2 and HRS3, PLW2 and CRE1 (highlighted yellow in Figure 11)

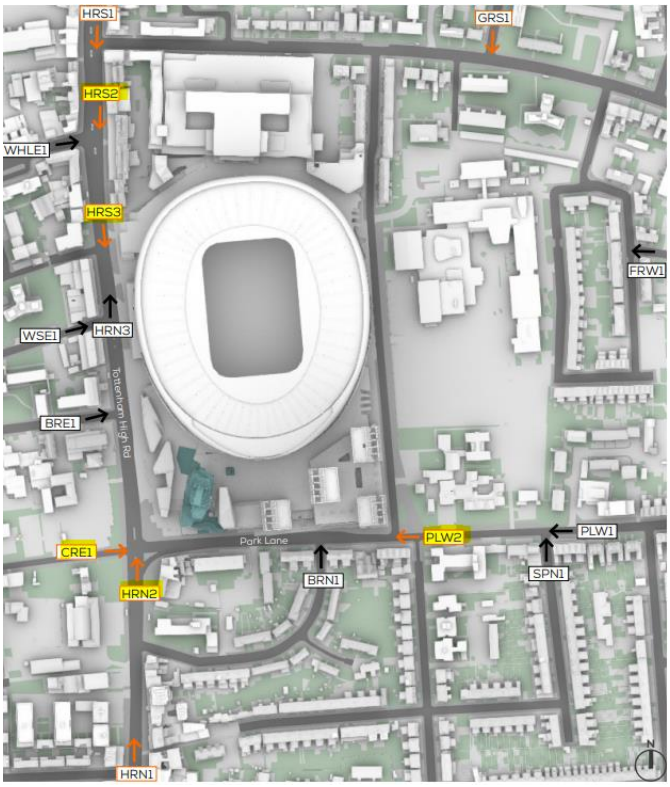


Figure 11: view points

6.8.20 GIA (solar glare experts) have assessed the development and these results are recorded within the ES, which concludes that there would be modest impacts in these locations at various times of the day, at various times of year, but these could be mitigated through actions of car users through sun visors. The ES considers potential alterations in building design to further mitigate these impacts but states that such considerations have already been incorporated into the design through consultation with GIA so mitigation is already embedded in the scheme and final approach to scale and massing.

Noise

6.8.21 The additional residential element of the proposed scheme would not have a significant impact on noise or disturbance. Subject to imposing planning conditions to limit hours of terraces, café / bar / restaurant in and to control noise from mechanical plant, it should not cause undue disturbance to neighbouring residents. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising noise during construction - which is also secured by imposing planning conditions.

Amenity Impacts – Summary

6.8.22 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts

on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.9 **Transportation and Parking**

6.9.1 The NPPF (Para. 110) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflects national guidance (including the National Design Guide).

6.9.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.

6.9.3 Other key relevant London Plan policies include Policy T2 – which sets out a 'healthy streets' approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 of the London Plan, which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.

6.9.4 Policy SP7 of the Local Plan states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the DM DPD.

6.9.5 Policy DM32 of the DM DPD states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

6.9.6 A key principle of the Tottenham AAP was to create high quality, publicly accessible and activated spaces within the site on non-match days that complement other public realm / spaces in the area and link with key existing and future walking and cycling routes in the locality and improved permeability across the site, linking High Road West and Northumberland Park regeneration areas.

Transport Assessment

6.9.7 A Transportation Assessment Addendum was provided and covers the changes since the earlier consents, and also references updated transportation policy changes since the original submission, including the Mayor's Transport Strategy, the updated London Plan, the NPPF update and Haringey's Walking and Cycling Action Plan and Transport Strategy.

Healthy Streets and Vision Zero

6.9.8 GLA comments have referred to the requirement for an Active Travel Zone (ATZ) assessment, including night-time assessment, especially given the increased quantum of development, the nature of the land use, and changes in the local area since 2015. In line with TfL/GLA Women's Safety and Anti-Racism actions, analysis of personal safety statistics and proposed responses should be included. Further information is available in the Mayor's Women's Night Safety Charter Toolkit. The scope of the assessment should be agreed with TfL and the Council. As well as non-event day assessment, this should consider issues for active travel access on an event day, and measures proposed to ensure walking and cycling to the site is unimpeded, as well as access to public transport services this is secured by a S106 obligation securing active travel zone works and road safety audit.

6.9.9 The Local Area Management Plan is an obligation contained within the S106 and has been in practice since 2019, designed to limit impact on local residents and businesses on event days, as well as managing movements to and from the Stadium. This is a 'live' document that is under review by officers in conjunction with relevant stakeholders and the proposed amendments will be required to show compatibility with these arrangements, both during construction and operation.

Quantum of development

6.9.10 Whilst the numbers of hotel rooms and residential units are intended to remain as originally consented, the configuration of unit sizes in the residential component is changing, with a greater proportion of larger residential units. This has been clarified in the updated Transport Assessment Addendum.

6.9.11 GLA officers have highlighted the significant investment in the transport network in the area since the 2016 consent. Cycleway 1, 500 metres to the west, has been completed; Northumberland Park station has been upgraded as part of improvements to rail capacity between Stratford and Angel Road, including a third track; Angel Road Station has been replaced by the new Meridian Water station; White Hart Lane station has been rebuilt, including higher capacity and step-free access; Tottenham Hale station has been improved, including a new bus station, upgraded taxi rank, new entrance, concourse, and step-free access; and public realm improvements have been completed on White Hart Lane and around Northumberland Park. The Transport Assessment (TA) addendum provides a person-trip assessment, and based on the 2015 bus mode share, which indicates 60 bus (access and main mode) trips during the AM peak, and 70 during the PM

peak. Based on secured bus contributions from schemes within in the vicinity of the site, a contribution of £48,000 has been requested by GLA however given that the quantum of potential residents has not significantly increased and that similar payments have already been made officer do not consider this contribution to be necessary.

Trip generation and Public Transport improvements

6.9.12 The addendum considers that the trip generation from the hotel and residential apartments will remain as originally considered. Transportation officers note the larger residential floorspace that will likely result in a larger trip generation compared to the consented arrangements. However, this is not considered too significantly impact trip generation terms but will need to be managed.

6.9.13 Increases in delivery and servicing trips since the 2015 application are referenced due to the changing nature of how developments are serviced in recent years, and the increase of home working. The Transport Addendum states the development is expected to generate up to three or four delivery and servicing trips in the peak hour for both land uses, which is considered to be reasonable assumptions.

Pedestrian / cycle access

6.9.14 The provision of separate entrances from Park Lane, is considered to be an improvement from the previously consented single entrance and shared core for residents, hotel guests and patrons of the restaurant previously approved. The proposed street-level access points include separate entrances to the hotel lobby, to the apartment residential lobby, and a back-of-house entrance. As such the pedestrian experience is considered to be improved through these amendments.

Cycle parking

6.9.15 Cycle parking provision has been increased in accordance with requirements of the updated 2021 London Plan. The proposed scheme will provide 96 long-stay and 4 short-stay residential cycle parking spaces and 10 long stay and 4 short stay spaces for the hotel. A total of 5% of the long stay cycle parking will be suitable for accommodating cargo bikes and adapted cycles, in accordance with the London Plan / London Cycling Design Standards (LCDS) requirements for larger bikes.

6.9.16 Access to the cycle parking area is provided internally in the ground floor. All short-stay cycle parking for visitors and long-stay cycle parking for hotel employees and guests will be located on the ground floor and will be accessed from this point. A concierge service will be provided for hotel guests. Residential cycle parking is provided at the basement level, and a cycle lift is proposed to be located adjacent to the visitor's cycle parking area on the ground floor. Full dimensional and layout details of the proposed access and cycle parking arrangements will be required through condition. On this basis the cycle parking is acceptable.

Car parking

6.9.17 The car parking area in the basement of the hotel will remain unchanged via the constructed ramped access provided immediately to the east of the hotel accessed from Park Lane.

6.9.18 The basement car park approved in the hybrid permission has been constructed and includes 76 car parking spaces for the hotel. The increased cycle parking provision and other internal reconfigurations result in a reduction to 64 spaces. These will include seven wheelchair accessible spaces. This is still considered an over provision of parking however it is accepted that the car park has already been constructed and therefore is reasonable to be used for residents and hotel guests alike. Comments from GLA have suggested that alternative uses for the parking bays be explored and that the provision be reduced. This has been suggested to the applicant but ultimately this is an improvement through reduction from the approved provision so is considered to be acceptable. The parking bays will have to be managed by a site wide parking management plan to promote travel by sustainable modes of transport as part of the travel plan for the site.

6.9.19 Electric vehicle charging will be provided to 20% of the spaces as active charging facilities and the remaining 80% will have passive provision meaning that all spaces can be upgraded to provide electric vehicle charging if there is demand. This is an improved situation compared to the previously consented arrangements and it will accord with the current London Plan. Overall the parking reduction and EV charging are considered to be improvements from the extant and significantly developed extant permission and therefore acceptable.

Delivery and servicing arrangements

6.9.20 The approved hybrid permission included two loading bays in front of the hotel plot, as well as further loading bays along Park Lane and Worcester Avenue for the Extreme Sports Building and residential plots. The approved drawings also provided servicing from the rear of the site and the approved Waste Strategy also referenced all back of house servicing away from public realm. However, further details were required through condition.

6.9.21 Following the approved development, there have been subsequent amendments to allow separate residential use within the plot and an additional basement access to the east of the plot, adjacent to the site for the Extreme Sports building. GLA officers have requested that a Stage 1 Road Safety Audit (RSA) should be provided for the proposed access arrangements on Park Lane. Although this access was approved previously, the vehicle movements and potential for cycle lane would be material changes to this and should be assessed accordingly. A Healthy Streets Designers Check or similar is also recommended. There should

be no impacts on the Strategic Road Network (High Road), and arrangements should contribute to Vision Zero objectives and mode shift.

6.9.22 The Transport Addendum notes that delivery and loading service patterns have changed, particularly with respect to residential development since the original hybrid permission, as a result of greater homeworking and changing work/life patterns. The transport strategy proposes an off-highway arrangement for receiving delivery and servicing vehicles. In place of the two loading bays in front of the hotel, two loading bays are proposed on the podium. A single loading bay is retained within the 'plaza' forecourt area in front of the street level entrances. The two loading bays further along Park Lane will be retained, as will those along Worcester Avenue.

6.9.23 The transport addendum details 34 daily trips in total, 16 for the hotel and 18 for the residential, predominantly taking place during the morning 6-hour period from 0600 – 1200, although some later deliveries may be required. Deliveries would be split between the forecourt of the hotel, podium and basement. Swept path diagrams have been provided for manoeuvring 7.5t vans on the podium and 4.5t vans in the hotel forecourt. The two loading bays previously approved would instead be utilised as pedestrian highway.

6.9.24 GLA officers acknowledge that the forecast vehicle trip assumptions are reasonable. However, they have highlighted the need for clarity in an updated TA to show that how servicing and deliveries will operate on event days. This should also provide further information on more sustainable approaches to servicing and deliveries, including though not limited to booking system, consolidation, and cargo bikes.

6.9.25 The removal of loading bays on the highway is considered by LBH Highways and Transport officers to be positive as a means of enhancing public highway along Park Lane and green route toward the east. It remains unclear how the forecourt will provide sufficient space to avoid on street loading but is anticipated to be a manageable arrangement. The introduction of servicing at podium level does have potential conflict with the proposed end use as a 'town square'. The addendum refers to issues of servicing and delivery within the basement due to head room clearance for vehicles accessing from Park Lane, but does not consider other accesses to the basement and potential use of those accesses as a means of complying with the approved waste strategy approach of servicing and deliveries kept separate from the public realm.

6.9.26 The servicing and delivery appear to be unsatisfactorily resolved at this time to ensure that this is the best means of servicing the residential and hotel uses in the long term. As such a delivery and servicing management plan for the entire site will be required, as per the existing obligations within the S106. This will need to satisfy that the basement is unsuitable for servicing and delivery, that there will be no conflict with the final landscaped area of the podium and what the arrangements

for the other plots will be. How this strategy evolves may vary in the short term, while the podium remains underutilised and long term, as the landscaping and public access evolve.

Podium servicing considerations

6.9.27 The podium is proposed to be used to service the hotel and residential refuse and servicing movements. This was provisionally outlined as the previous emergency fire route, adjacent to the podium facades of the Plots 4 and 5, arriving at two bays adjacent to the proposed site of jumping jet fountain and seating around the vent closest to the hotel. This route would be accessed via Worcester Avenue and barrier controlled. Peak demands are described as requiring two bays with a total of 16 service trips a day. This would introduce vehicle movements at podium level that will require a comprehensive design of servicing routes and landscaping and a management plan to ensure control of vehicle movements, to avoid pedestrian and vehicular conflict.

6.9.28 Accordingly an updated Delivery and Servicing Plan, alongside a detailed landscaping plan should include specific details of access to and from the Highway, the oversight of vehicles as they move across the Podium (details of marshalling arrangements and numbers of marshals), swept paths to show routes between landscaping and any other features. This should also include management arrangements to ensure visiting service vehicles adhere to their booked slots and dwell durations to ensure as smooth working as possible to accommodate movements in this area without compromising the pedestrian environment. Restricted time slots should also be implemented to ensure no delivery takes place when the podium is been used for events and that times of day are weighted toward early morning movements before the area is most used.

Coaches and drop off/pick up to Plaza

6.9.29 Coaches and taxi drop off will be accommodated in front of the hotel, separate to the loading facilities for the residential land use to ensure demand is managed appropriately. Fire tenders are also able to access the drop off zone.

6.9.30 The Transport Addendum includes swept path plots for the proposed arrangements at the Park Lane frontage of the site. They don't seem to show the Plaza loading bay detailed for the 15m coach swept path, it appears that a parked/dwelling service vehicle would not enable a coach to pass. The addendum references 18 service visits a day visiting and dwelling on the plaza, an explanation of the frequency of coach arrivals and departures and likely dwell periods is required, along with the proposed arrangements for managing this space and vehicle movements onto and off of it so that no vehicles wait on the highway. This can also be included within a comprehensive Delivery and Servicing Plan.

Highway/public realm environment within Park Lane and S278 works

6.9.31 The proposed amendment to the hybrid permission would not create significant additional movements beyond that of the extant permission and delivery and servicing were always subject to review in the S106 obligations for this and all other plots within the extant hybrid permission.

6.9.32 The removal of the loading bays in front of Plot 3 is welcomed in principle but needs to form part of a comprehensive servicing and delivery strategy for the entire site. The Council has aspirations to improve Park Lane to provide a more inclusive and active travel friendly corridor, improving connections from the stadium site to the east and Northumberland Park Station. This includes provision of formal cycling facilities, additional planting, and footway/public realm improvements. It is still unclear how this would work if the loading bays proposed further along Park Lane are retained and whether these offer the best solution for servicing future plots. Removal would presumably require further vehicle movements at podium level or to the Worcester Avenue loading bays, so a balance needs to be struck.

6.9.33 The applicant's Active Travel Zone assessment reviewed Park Lane as a key east – west route from the site. That assessment noted that there are opportunities to improve the surfacing of footpaths and crossings and that removal of unnecessary street furniture and excess vegetation growth should take place alongside maintaining vegetation to prevent overgrowth.

6.9.34 Accordingly, the applicant has agreed to the obligation for S278 works plan for the highway in front of Park Lane to clarify public Highway arrangements for crossovers, accesses, footway and carriageway. This will also require enhancements along Park Lane, including lighting, CCTV and a potential cycle lane connection to serve the site. Part of this will require confirmation of the proposed arrangements for accommodating deliveries and servicing for this and the remaining plots facing Park Lane. The design shall consider these issues in the context of improving Park Lane as described in the 'Healthy Streets' indicators, including the enhancement measures outlined above (lighting, CCTV, cycle lane). The highway plan drawing must be to the satisfaction of the Council, following which the applicant will be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works.

6.9.35 Comments have been received from residents of Worcester Avenue regarding potential for vehicles using this as a through route and increased vehicle movements. The outline servicing and delivery would result in some movements up to the podium vehicular access. The servicing and delivery plan would need to ensure a methodology to avoid these delivery vehicles using Worcester Avenue as a through route. However, the use of the junction to access the podium is not considered to create significant vehicle movements or disturbance.

6.9.36 Parking on Worcester Avenue has also been raised as an issue. There are existing restrictions for non-residents but it would not be possible to place specific restrictions on vehicles associated with THFC from parking on any street outside of the restricted times. It is also important to note that there would not be significant vehicle movements nor parking requirements for staff as a result of the amendments proposed in this application beyond what is approved in the extant hybrid permission.

Travel Plan

6.9.37 As would have been required with the original consent, a Travel Plan will be required for this aspect of the overall development, to follow normal requirements as per TfL guidance.

6.9.38 A draft travel plan has been submitted with the addendum, this is noted and acceptable in principle, it includes proposed mode shares for baseline and later targets based in amended census mode shares from 2011.

Transport Conclusion

6.9.39 Transportation Policy changes since the original consent have been reflected on with subsequent increases in cycle parking and all car parking spaces will either be active or passive charging spaces.

6.9.40 Changes are proposed for the delivery and servicing arrangements which will require more clarity to explain the regime of bays and management measures. There is conflicting information and a comprehensive delivery and servicing plan will be required. A more satisfactory approach to use of the basement, podium and management of the plaza off Park Lane will also be required within that strategy.

6.9.41 The Active Travel Zone assessment in the addendum details areas of improvement appropriate for the Park Lane corridor to improve the environment for active travel users. Both the appropriate delivery and servicing arrangements (for this plot and the whole frontage of Park Lane to the south side of the site) and a financial contribution to achieving this will be required.

6.9.42 The Transportation planning and highways authority would not object to this application subject to the following conditions:

- Cycle parking details
- Delivery and Servicing Plan
- Car Parking Management Plan
- Electric Vehicle Charging

6.9.43 The Transportation planning and highways authority would not object to this application subject to the following S.106 / S.278 obligations

- Car-Free Agreement
- Hotel/Residential Travel Plan
- Car Club Membership
- Highway and Active Travel Improvements
- Construction Logistics and Management Plan

6.10 **Energy, Climate Change and Sustainability**

6.10.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen). It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.

6.10.2 London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).

6.10.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.10.4 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.10.5 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.

6.10.6 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.10.7 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

6.10.8 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

Updated Policy Position

6.10.9 In the context of this application as a S.73 amendment it is of value to review the changes in the energy requirements since the extant hybrid approval. For example, the previous London Plan Policy 5.2 required major planning applications to attain a 40 per cent carbon dioxide emissions improvement on 2010 Building Regulations Part L, rather than the 100% improvements above Part L (2013) now required in Local Plan Policy SP4. This also required a reduction of 5% in regulated carbon dioxide savings compared to 10% in the 2021 London Plan Policy SI2. The application also involves greater scrutiny of whole life carbon and circular economy as concepts.

6.10.10 In general terms the expectancy and obligations for developers are significantly greater in current policy standards than required at the time of the extant hybrid permission. In this regard the amendments to this application are welcomed in terms of improving the sustainability and energy outcomes for this part of the development. The application is assessed with regard to current policy position and has been reviewed by LBH and GLA officers in this context.

Energy

6.10.11 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2013 Building Regulations. The London Plan requires the ‘lean’, ‘clean’, ‘green’ and ‘seen’ stages of the Mayor of London’s Energy Hierarchy to be followed to achieve a ‘Zero Carbon’ Standard targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.

Be Lean

6.10.12 The proposed scheme adopts a passive design strategy, massing orientation and façade configuration and specification to minimise solar gains; high efficiency curtain walling to avoid solar bridging, high performance triple glazing with optimum g-value and U-value to reduce heat gains and losses, external shading fins / projecting mullions to enhance solar gain mitigation, and strategically

designed balconies in the southern façade to shade glazing from the most sensitive high angled southern sun.

6.10.13 The proposal includes communal heating systems, optimised domestic hot water systems proposed air-source heat pumps to address cooling, variable speed pumps, minimised leakage of ventilation systems, space conditioning systems, lighting system and other such lean measure have been incorporated into the proposed design. These proposed measures are expected to 16.1 tonnes per annum (23%) in regulated CO2 emissions compared to a 2021 Building Regulations compliant development.

6.10.14 Additional clarifications on the improvements of the domestic performance and the thermal bridging have been requested by GLA officers and further updates are expected either prior to the application being heard at committee or as an obligation within the S106.

Be Clean

6.10.15 The extant hybrid permission included a commitment for the applicant to connect to the local Decentralised Energy Network (DEN) if feasible. The applicant has confirmed that they seek to maintain this commitment and has identified Energetik district heating network as the proposed potential DEN within the vicinity of the development, proposing to connect to their network. Discussions have been ongoing with Energetik since 2019 regarding the DEN delivery and it is envisaged that this will be available when the development is completed, it is understood that there is a connection and supply agreement for the residential and non-residential part.

6.10.16 GLA officers have stated that connection to the network should continue to be prioritised and further evidence of active two-way correspondence with the network operator should be provided. This must include for completeness the following: confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the CO2 emission factor, installation cost and timescales for connection. Connection to the DEN will be retained in the S106 obligations, as per the previous approval.

6.10.17 It is unclear when the Energetik district heating network will be available. In this regard it is positive that there is ongoing discussions. It is also positive that the applicant is proposing a communal heat network supplied by a centralised energy centre on site. The application is supported by a drawing showing the route of the heat network linking all buildings / uses on the site alongside a drawing indicating the floor area, internal layout and location of the energy centre. Confirmation that all apartments and non-domestic building uses will be connected to the heat network will be required. This combined with a commitment that the development be designed to allow future connection to a district heating network is welcomed.

6.10.18 A drawing has been provided demonstrating space for heat exchangers in the energy centre/centres, and a safe-guarded pipe route to the site boundary.

6.10.19 If the DEN connection is unavailable or is otherwise not technically deliverable or financially viable then there is potential for roof mounted and mid-level ASHP, basement located Water-Source Heat Pumps, DHW thermal stores and a provision and strategy for future connection. These measures are considered to be acceptable.

Be green

6.10.20 The extant hybrid permission had no reference to PV panels on the roof of the hotel but the amended design has been able to incorporate into this amended proposal. The re-design of the angles of the roof have also had the benefit of further maximising the roof space for PV use. This equates to approximately 90sqm. The annual output, as calculated in the BRUKL, is 13,064 kWh/year, equating to residential reductions of 1.5 and non-residential of 0.9 tonnes of carbon per annum and

6.10.21 The applicant was advised to consider further PV options and has clarified that options of Vertical PV on SE and NW facades would result in unacceptable embodied carbon payback times due to inefficient generation; PV mounted on brise soleil is unacceptable for fire risk; PV mounted above plant is unacceptable for heat rejection; and that other flat roof availability is dedicated to amenity space.

	Total regulated emissions (Tonnes CO_2 / year)	**CO_2 savings (Tonnes CO_2 / year)**	**Percentage savings (%)**
Part L 2021 baseline	130.3	N/A	N/A
Be lean	108.8	21.6	17%
Be clean	66.5	42.2	32%
Be green	68.9	-2.3	-2%
Total Savings	-	61.4	47%
	-	CO_2 savings off-set (Tonnes CO_2)	-
Off-set	-	2,066.7	-

Figure 12: Site wide estimated carbon reductions at each stage of the energy hierarchy (Part L 2021)

Be seen

6.10.22 An energy monitoring system is proposed, which GLA officer support, but wish to see further confirmation that the planning stage data has been achieved. It is recommended that a planning condition requires the development owner to submit monitoring results to the GLA (in accordance with the Mayor of London's draft guidance).

Carbon Offsetting

6.10.23 Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the amount of carbon to be offset would be 68.9 tonnes per year (based on SAP10.2 carbon factors). Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £196,365 (plus a 10% management fee). It is recommended that S106 planning obligations secure this sum or any different agreed sum that may be appropriate in the light of additional carbon savings that arise from more detailed design agreed with the LPA, by way of s106 planning obligations.

Further energy comments

6.10.24 The GLA have stated that carbon dioxide savings of the non-domestic element fall short of the on-site target within the London Plan and encourage the applicant to consider the scope for additional measures aimed at achieving further carbon reductions. The applicant has responded that measures have been investigated and that the issue relates to part L2 domestic hot water demand and that this provides unreliable figures for non-domestic uses. The applicant has reiterated that a Waste Water Heat Recovery system has been considered but there is no official methodology for including this design feature within a Part L2 dynamic simulation, but this would need Building regs approval and that if approval is granted, this design feature would improve the carbon savings by a further 10% over the Notional Building. As such, it is considered reasonable that this is all that can be expected at this point.

Energy Conclusions

6.10.25 The overall anticipated on-site carbon emission reductions over Building Regulations (2013) (SAP2012 carbon factors) of 47% and associated offsetting payments would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4.

Whole life carbon

6.10.26 The applicant has submitted a WLC assessment which will be reviewed separately; comments will be provided. The WLC assessment should be presented separately in excel using the GLA's WLC assessment template and should follow the GLA WLC guidance. The template and guidance are available here: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance. Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.

Overheating

6.10.27 The applicant's submission includes overheating and cooling analysis. The proposed scheme mitigates against the risk of overheating through the passive design measures set out below and active cooling measures will be required as a result of the acoustically constrained facade required during major events:

- Solar gain control (Façade shading elements, optimised glazing ratios and low solar transmittance glazing);
- Natural ventilation (openable windows and acoustic louvres); and
- Additional mechanical ventilation (mechanical ventilation systems with heat recovery and summer bypass and ceiling fans where necessary).

6.10.28 These issues are being assessed further with GLA and LBH Officers and will be required through condition. Additional information is being reviewed though and any update will be provided in the Committee Report Addendum if considered appropriate.

Environmental sustainability

6.10.29 Construction waste. The applicant's Site Construction Management Plan states that a Site Waste Management Plan (SWMP) is developed to reduce and manage/re-use waste during demolition and construction. It is recommended that is secured by a planning condition.

6.10.30 Water consumption. In order to ensure compliance with London Plan Policy SI5, it is recommended to use a planning condition to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) to achieve mains water consumption of 105 litres or less per head per day and achieve BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development). Water consumption credit is currently targeted at 3pt which will mean a 40% improvement over baseline requirements.

6.10.31 The applicant has reiterated that a Waste Water Heat Recovery system has been considered but would need Building regs approval and will be reviewed at Stage 2 of the development. Further information on water consumption has been requested but is considered to be suitably reviewed through the revised Energy and Sustainability Statement, or as an addendum the Committee Report if necessary.

6.10.32 Building Performance. The applicant's Sustainability and Energy Statement includes a BREEAM pre-planning which demonstrates a readily achievable 'Very Good' rating, meeting the minimum requirement of Local Plan Policy SP4, but also "Excellent" should be achievable. It is recommended that this is secured by use of a planning condition.

6.10.33 Considerate Constructors Scheme. The applicant's Site Construction Management Plan states that the principal contractor would be required to manage sites and achieve formal certification under the Considerate Constructors Scheme. If planning permission were granted, this could be secured by a s106 planning obligation

6.10.34 Other environmental sustainability issues. Movement and transport, landscape and ecology, air quality, noise, daylight and sunlight, flood risk and drainage are addressed in detail in other sections of this report.

6.11 **Flood Risk, Drainage and Water Infrastructure**

6.11.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

6.11.2 London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

6.11.3 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

6.11.4 London Plan Policy SI5 requires proposals to ensure adequate wastewater infrastructure capacity is available.

Flood Risk

6.11.5 The site is located predominantly within Flood Zone 1, including Plot 3, with a small portion of the site within Flood Zone 2.

6.11.6 The ground levels within Flood Zone 2 are confirmed to be unchanged as this contains the existing road, pavement and a small part of public realm. It is therefore understood that there will be no displacement of fluvial floodwater off-site as a result of the proposal, which has been accepted by GLA and LBH Officers.

6.11.7 The site is also generally free from surface water flooding, although a significant stretch of the A10 Tottenham High Road adjacent to the site is shown to be at risk from surface water flooding. The proposed scheme introduces on site measures to retain surface water within the site, and as a result it is predicted that run off from the site onto the A10 will be reduced.

6.11.8 The submitted GLA Drainage, Flood and Water states that SuDS provisions including geocellular attenuation tanks, and rainwater harvesting are present across the wider masterplan, but highlight that it is not feasible to incorporate green roofs into the Plot 3 hotel scheme. The applicant was advised to see if these could be incorporated below solar PV or within other landscaping areas, but has not been able to find suitable siting.

6.11.9 The predominant form of drainage attenuation would be through tree bed and planting within the proposed landscaping. No collection and reuse of rainwater is proposed. It is not considered appropriate to discharge to the nearest water course, as the 50m distance of the site from the culverted Moselle River watercourse is too far. The surface water from the THFC Hotel development is proposed to discharge to the existing TW surface water sewer located in Park Lane via attenuation and a flow restriction device. This attenuation will limit the flow rate of surface water entering the surface water network.

6.11.10 Additional clarifications from the applicant have confirmed that the utilities located in the basement incorporate flood resilient measures to protect against reservoir flood risk and that no other sensitive receptors would be at risk. This is supported and no further action is required. Further evidence has also been presented regarding groundwater flood risk, as two boreholes from 2016 observed groundwater level of 12.79metres below ground level. This is supported and no further action is required.

Drainage

6.11.11 The proposed surface water drainage strategy takes account of likely increased rain fall as a result of climate change. The GLA Stage 1 response highlighted that climate change rises in rainfall had not been included in the previous assessment but the applicant notes that exceedance flood flow routes above the 100-year event plus 40% climate change will be presented and included on drainage strategy drawings in the next design stage. This will be required as part of the existing site wide condition (A11) for a drainage strategy throughout the site and this will be amended to require this further assessment.

6.11.12 GLA Officers note that as this forms part of a S73 application, greenfield runoff rate calculations are not required as these were previously submitted with the wider application. The proposed discharge of 4.4 l/s for the hotel site is in line with the previously agreed wider drainage strategy proposals and therefore no further action is required.

6.11.13 Thames Water has raised no objection to the proposed scheme, subject to requested conditions and informatives. The applicant has submitted additional reassurance that demonstrates that the sewer risk to the site is low. The Lead Local Flood Authority (LLFA) likewise has not objected.

6.12 **Air Quality**

6.12.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

6.12.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).

6.12.3 The application is supported by an updated addendum to the Air Quality Assessment undertaken for the hybrid permission Environmental Statement. The Assessment details the potential impacts beyond those assessed in the original hybrid approval. The London Plan introduced the concept of Air Quality Positive for large-scale development. This approach is designed to consider air quality from early in the design process; the scheme has already been designed and consented and a full air quality positive statement is not necessary in this instance. However, measures for air quality improvements have been inherently included in this amended application.

6.12.4 Construction has already been substantially completed on earlier plots within site so vehicle movements for construction will be reduced and a Construction Logistics Plan will further help mitigate these impacts. Gas boilers previously proposed for Plot 3 will be replaced with Air Source Heat Pumps. There will no longer be any building emissions from routine heating and hot water provision as ASHPs do not have any emissions to air, which is an improvement over the 2015 ES.

6.12.5 The potential changes are not considered to materially affect the air quality conclusions stated for the construction phase and completed development. The

amendments, alongside improvements in baseline concentrations and traffic emissions since the 2015 ES was prepared, and updates to the energy strategy, are expected to reduce the overall impacts associated with the completed Development. A Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising dust and air quality impacts.

6.12.6 It is recommended that conditions are imposed to manage and minimise impacts during demolition and construction, in line with the applicant's Site Construction Management Plan and the measures highlighted by LBH Pollution.

6.13 **Trees**

6.13.1 The NPPF (Para. 131) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.13.2 There are no existing trees on the site or on nearby land that would be impacted by the development. The proposed scheme will provide 4 trees at podium level and 4 street trees on this specific plot. The applicant has highlighted the constraints of the plot and significant increase in tree planting are limited. However, the altered landscaping has allowed for some additional tree planting in the proposed external podium seating areas. Details of the tree planting will be required within the detailed landscaping plans and will be expected as part of the S278 agreement for highways improvement plan.

6.14 **Urban Greening and Ecology**

Urban Greening

6.14.1 The 2016 edition of the London Plan did not have the same clarity on Urban Greening Factor (UGF) as the current iteration and therefore was not calculated or detailed within that approval, either for this plot or the wider site.

6.14.2 The current London Plan (2021) Policy G5 sets out the concept and defines UGF as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.30 for commercial and 0.40 for residential development. The site is mixed use commercial and residential so would require a mixed level of 0.3 (commercial) and 0.4 (residential).

6.14.3 In addition to new trees referred to above, the proposed scheme will include flower rich perennial planting, rain gardens and biodiverse intensive and extensive green

roofs in the wider site but is somewhat limited by the constrained size of this specific plot.

6.14.4 The applicant's Design and Access Statement for this submission included a calculation of the UGF for the proposed scheme. This demonstrated that the scheme would have a UGF of 0.135, but through discussion and further scrutiny have been able to improve this to 0.157. As such the proposed offer is below relevant London Plan proposed interim target score.

6.14.5 The extant permission is a material consideration and the proposal provides improvements from that permission. Stage 1 comments from GLA Officers highlighted that this figure should be reviewed and increased where possible but accepted the rationale that the site is constrained by the original approval.

6.14.6 This is a S73 amendment to the original wider masterplan, so there is scope for offsetting some of the greening within that wider area. The applicant was advised to consider opportunities to provide green roofs and other measures within the wider masterplan area but has not been able to find suitable areas for improvement. There has however been a commitment to consider further greening throughout the detailed landscaping when there is more certainty of how this will integrate with the wider site how these could be incorporated into later stages of development.

6.14.7 The additional assessments undertaken and improvements achieved in the amended UGF figure in this submission have provided an increase in this figure through green walls, roof plant extended with PV panels, additional planters and permeable paving applied to terrace levels. The updated assessment has been reviewed by Officers and GLA Officers and is considered to be a reasonable response and the applicant has agreed to undertake additional reviews where possible, as they have done elsewhere in the wider site, such as the green wall on the Paxton Building. The 0.157 calculation is therefore accepted in this instance due to site constraints.

Ecology

6.14.8 London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain.

6.14.9 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites should protect and enhance their ecological value and Policy DM20 supports the implementation of the All London Green Grid.

6.14.10 The ecological impacts of the development were assessed as part of the hybrid permission and the Environmental Statement and concluded that the

proposed strategy would be acceptable. The applicant has stated that the constraints of the site and requirement for undertaking a biodiversity net gain assessment are not required given that this is a Section 73 application.

6.14.11 The Environmental Statement provides an update on the earlier investigations associated with the previous planning permissions. These concluded that the ecological value of the site has previously been investigated and consistent with a substantial level of change, including the implementation of the previous planning permission, the existing site is not the subject of any specific ecological designations. As part of the earlier assessment, the applicants undertook a Bat and Nesting Birds survey, and an extended phase 1 habitats assessment. These surveys were repeated through 2015 and the findings assessed in accordance with established databases (such as GiGL) and appropriate guidelines. The assessment considered the cumulative effects of the proposed development alongside other proposals.

6.14.12 The previous assessment noted that two internationally important designations are present within 10km of the Project Site: Lee Valley Ramsar and Special Protection Area (SPA); and Epping Forest Special Area of Conservation (SAC). Two nationally important designations are present within 3km of the Project Site: Walthamstow Reservoirs Site of Special Scientific Interest (SSSI); and Chingford Reservoirs SSSI. No locally important sites occur within 3km of the site boundary.

6.14.13 That assessment also noted the presence of two non-statutory Sites of Importance for Nature Conservation (SINCs) located within the data search area. These sites Tottenham Cemetery and Tottenham Hale to Northumberland Park Railsides are identified by the Greater London Authority on account of their flora and fauna and are graded on the basis of their importance to a particular defined geographic area in the following order of importance. The reports suggested that the only value of the habitats on site was considered be to bats and birds and that there were no significant roostings in the vicinity.

6.14.14 Natural England has reviewed the application and has raised no comment. LBH Ecological Officers and GLA Officers have also concluded that there is no requirement for further conditions or obligations beyond those of the extant permission. As such the impact on ecology and biodiversity is considered acceptable.

6.15 **Waste and Recycling**

6.15.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible storage space and collection systems that support the separate collection of dry recyclables and food. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.15.2 The applicant's Waste Management Plan has been updated and additional clarifications have also been provided. The key points are:

- Commercial and residential waste would be collected separately;
- Provision of a residential waste presentation area sized to provide bin storage capacity for one week's worth of waste, on the basis that different waste streams general waste, recyclables and organics etc.) will be collected at different times.
- A bin presentation / holding room has been accommodated at podium level within the building.
- The waste collector would not be required to pull full containers more than 10m to the collection vehicle;
- Hotel and residential waste collections will be undertaken by private waste contractors;
- Specialist waste will be stored in secured cabinets and shelves, ensuring chemically incompatible wastes are kept apart.
- A nominal space has been provided in the waste storage room for bulky items.
- Waste collection vehicles will be able to manoeuvre within the allocated spaces.

6.15.3 Residential waste, recycling and food waste would be collected weekly and storage space has been provided in accordance with the generation rates provided by waste officers. The applicant has decided to use a private waste collection service so that this can be better managed for collection times, thus minimising space requirements. Space has also been provided for bulky/non-standard waste items. Individual small refuse cupboards have been incorporated in residential apartments' lobbies to facilitate waste decanting of waste by residents.

6.15.4 LBH Waste officers have agreed with the assessment on storage capacities and that these can be suitably managed. The revised Waste Strategy will involve both commercial and residential waste components being collected by the same waste contractor. This centralised collection will allow for less vehicle movements and more certainty in collection times.

6.15.5 Other than the changes described above, the operational aspects for the collection of hotel and residential wastes remain consistent with those described in the original hybrid permission.

6.16 **Land Contamination**

6.16.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.16.2 The applicant has referred to numerous ground investigations that have also been undertaken at the site in accordance with standard land contamination risk assessment guidance. These baseline studies helped to identify the ground conditions at the site, groundwater conditions, surface water bodies, historical and current potentially contaminating activities.

6.16.3 Plots 1 and 2 are now complete and operational and basements have been constructed under Plots 1 and 3. The remainder of the site is currently occupied by temporary use structures associated with the stadium and public realm. The remediation strategy was implemented in advance of these works such that risks to current and future site uses from contamination is considered to be very low. The findings of the 2015 ES are considered still valid and applicable to this application and all likely significant effects resulting from the amended development are likely to remain as reported, with no additional effects or mitigation identified.

6.16.4 LBH Pollution officers raise no objection, subject to reiterating the conditions on Land Contamination and Unexpected Contamination from the hybrid permission.

6.17 **Archaeology**

6.17.1 The NPPF (para. 194) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

6.17.2 London Plan Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policies AAP5 and DM9.

6.17.3 Condition C12 of the extant permission required an Archaeological watching brief prior to the commencement of sub structure for works on Plat 2 (Tottenham Experience). The Greater London Archaeology Advisory Service (GLAAS) have reviewed this S.73 amendment and confirmed that this has been discharged and that this is no longer required as the sub structure has been developed.

6.18 **Fire Safety and Security**

6.18.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B).

6.18.2 The application is supported by a Fire Statement, which has been updated to reflect the amendments within this application. This is in accordance with the requirements of a Fire Statement required by London Plan Policy D12 (A). The application has been the subject to a Gateway 1 consultation with the Health and Safety Executive. Gateway 1 is a relatively new requirement since summer 2021 with a new 'shadow' body within the HSE which was established in advance of the formal building safety regulator being set up.

6.18.3 The HSE has reviewed the documents alongside the detailed drawings and confirm that the use of two independent stair cores are suitable means of escape and that other layout arrangements meet the requisite standards for planning but will need to demonstrate compliance at later regulatory stages.

6.18.4 It is recommended that, in accordance with the Mayor of London's draft guidance, it should include a planning condition requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).

6.18.5 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body, including as part of Gateway 2. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.19 **Equalities**

6.19.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.19.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Tottenham area including the now built stadium and Tottenham Experience. The hotel, commercial, further leisure and community health centre proposed to be delivered by 2028 would also have significant public benefits.

6.19.3 The proposed scheme would add to the stock of wheelchair accessible and adaptable dwellings in the locality and planning conditions could help ensure that the proposed layout and landscaping would help ensure that inclusive design principles are followed, in accordance with London Plan and local planning policy requirements.

6.20 **Conclusion**

6.20.1 The proposed amendments will further enable the delivery of the stadium led regeneration, as desired by the site allocations. This regeneration will continue to provide socio-economic improvements I the area, which included two of the most deprived wards in London prior to the original permission. The land uses would comply and enhance with the approved quantum on site.

6.20.2 The amended design has been commended by GLA officers, QRP panel members and heritage and design consultees within Haringey Council. The refined slender appearance, approach to massing and blade like design is considered to be an improvement on the previous approved design, which will have a positive relationship in the emerging context and wider heritage views. This is considered to be a high quality landmark building in-keeping with the stadium and this family of buildings.

6.20.3 The enlarged flats would help deliver a project that remains well in deficit in terms of financial viability. As such this is considered to comply with policy as part of the wider masterplan, which still proposes to provide a more conventional housing mix and sized flats.

6.20.4 The internal layout of flats is significantly improved from the extant permission. These flats would have dual aspect and access to private amenity spaces. Shared amenity spaces would also be provided, as would access to the guest spaces within the hotel and public realm created within the masterplan development. Thee would be a shortfall in child playspace but this is less significant in this wider masterplan context and does offer at least some playspace, which is thereby an improvement on the approved permission. An obligation for off-site contribution has also been agreed for the shortfall.

6.20.5 Consistent with the extant permission, the scheme would be in deficit in viability terms as increased costs of development, including construction costs and additional specialist costs which have risen faster than the value of the development. Therefore the development will be unable to provide any affordable housing. However, community benefits in terms of the commencement of events on podium and agreement on opening the podium, as well as the health centre (or equivalent use), leisure, commercial / community uses, and extensive residential offer still form an integral part of this masterplan programme. Delivery is dependent on the developer engagement and this delivery will continue to see the socio-economic improvements.

6.20.6 Neighbouring amenity would remain acceptable in terms of the significance of the impact, which would not be out of place in such an emerging density of urban development. Wind impacts have been externally reviewed and further mitigation measures will ensure optimal public realm and terrace designs are achieved within

the site. There would be no significant impacts on wind around the wider masterplan site.

6.20.7 The reduction in parking bays and increase in cycle storage is welcomed. Further details will be required for delivery and servicing to ensure beneficial public realm impacts at street level will not diminish the approved town square at podium level.

6.20.8 Improved sustainability of the proposed building is welcomed. Although the UGF is lower than the more recently-introduced policy expects, it is an improvement on the approved permission and from the initial submission of this application. Ecological and biodiversity improvements are built in from the original compliance with the Environment Statement and have been updated accordingly.

6.20.9 Flood risk is low and likely environmental impacts, including noise, air quality, waste and recycling and land contamination, crowd flow and accessibility will be assured through planning conditions.

6.20.10 Subject to the recommended planning conditions and s106 planning obligations to secure necessary mitigation and policy objectives, officers consider that the proposed scheme is acceptable on its own merits, when considered against the development plan and all other material considerations.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 The CIL payments will be chargeable in accordance with the CIL regulations which includes having regard to the charging schedules at the time of original approval and the new charging schedules with increased rates which has taken effect since the original approval. Based on the information given on the plans, the Mayoral CIL would be £547,900.40, (in addition to the £853,202.53 for the original permission) and the Haringey CIL charge would be £391,808.34 (in addition to the £67,951.38 for the original permission).

7.2 If planning permission were granted, the CIL would be collected by Haringey after/should the scheme is/be commenced and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation. An informative should be attached to any planning permission advising the applicant of this charge and advising them that the scheme is judged to be phased for CIL purposes.

8 RECOMMENDATIONS

8.1 GRANT planning permission for the reasons set out in Section 2 above.

Appendix 1 - Schedule of Conditions for Plot 3

These conditions are intended to appear under section D 'Plot 3' of the amended decision notice but are separated here for clarity.

Consented Drawings

D1 The development of Plot 3 shall be constructed in accordance with the plans listed under "Plot 3" in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

Construction Environmental Management Plan

D2 The construction of the Plot 3 development above podium (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To protect the environment and amenities of the locality.

Air Quality and Dust Management Plan

D3 The construction of the Plot 3 development above ground level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To protect the environment and amenities of the locality.

Construction Waste Management Plan

D4 The construction of the Plot 3 development above ground level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

Construction Hours

D5 Construction work which will be audible at the site boundary will be restricted to the following hours: -

8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

Piling Method Statement

D6 No piling shall take place during the construction phase of the Plot 3 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

Temporary Site hoarding

D7 Prior to occupation of the Plot 3 development a temporary hoarding strategy for the later phases of development shall be submitted to and approved by the Council and implemented and maintained until completion of the Plot 3 development.

Reason: To protect the environment and amenities of the locality.

CCTV

D8 Prior to the first occupation of the Plot 3 development a CCTV scheme for the Plot 3 development shall be submitted to and approved by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To protect public safety and the amenities of neighbouring residents.

Lighting

D9 Prior to the first occupation of the Plot 3 development an external lighting strategy for the Plot 3 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighbouring residents.

Waste and refuse

D10 A waste and refuse strategy for the Plot 3 development to be submitted and approved by the Council prior to occupation of the Plot 3 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM1 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

Energy Centre Flues

D11 Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 3 development shall be submitted and approved by the Council before installation of the flues on Plot 3.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

Landscape Management

D12 Within 1 year of commencing above podium level works of the Plot 3 development the applicant shall submit a landscape maintenance scheme for Plot 3 for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2017.

Hours of Operation of Rooftop Facilities

D13 No external rooftop facilities in the Plot 3 development shall be in use between 24:00 – 07:00 hours any day of the week.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy DM1 of the DPD July 2017.

Contamination

D14 Prior to the commencement of development of sub structure works on Plot 3:

a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information

obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Contamination Remediation

D15 Where remediation of contamination on the Plot 3 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the Plot 3 development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Telecommunications

D16 Prior to construction of the Hotel super structure a Television Reception Mitigation scheme shall be submitted to and approved by the Council and the development shall be carried out in accordance with the approved scheme.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

Cooling Demand

D17 Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modelling for Plot 3 shall be submitted and approved by the Council prior to the commencement of any work above podium on Plot 3.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

Parking Management Plan

D18 Prior to the first occupation of Plot 3 a Car Parking Design and Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The CPMP shall include details of the following:
i. Location and design of hotel and residential car parking spaces.
ii. Location and design of any visitor car parking spaces.
iii. Provision of Electric Vehicle Charging Points (direct provision for 20% of spaces, with passive provision for the remaining 80%).
iv. Allocation, management and enforcement of residential car parking spaces (prioritising wheelchair users, then other disabled people, then families with children then others as part of a dynamic strategy to prioritise use and minimise redundancy of spaces).

v. All car parking spaces shall be leased and not sold outright.

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

Cycle storage

D19 (a) Prior to the occupation of Plot 3 details of cycle parking (for at least 114 cycles) and staff changing area for the hotel use have been submitted to and approved in writing by the Local Planning Authority.

(b) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

Hard and Soft Landscaping

D20 (a) The hard and soft landscaping details of external areas and amenity areas shall be submitted to and approved by the Local Planning Authority before development of Plot 3 commences above ground floor slab level:

i) Hard surfacing materials;
ii) Wind mitigation measures;
iii) Children's play areas and equipment;
iv) Boundary treatments;
v) Any relevant SuDs features;
vi) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development;
vii) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signage strategy etc.);
viii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
ix) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
x) Implementation programme.

(b) The landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory level of residential amenity, wind and microclimate issues are mitigated, children's play opportunities, biodiversity enhancement and boundary treatments.

Wind Mitigation

D21 Within 12 months of commencement of the superstructure of the building, a further wind mitigation study (which shall for the avoidance of doubt review the mitigation measures presented within the Environmental Statement Addendum and the Environmental Statement Addendum Supplementary Note) shall be submitted to the Local Planning Authority for approval. This will be limited to the hotel and the immediate vicinity.

Any mitigation measures that may be identified within the study shall be implemented prior to the occupation of any part of the development (or another timescale that may be agreed with the Local Planning Authority in writing) and in accordance with the approved details. The study should verify that there will not be any adverse impacts on pedestrian comfort or safety arising from wind. will be undertaken to identify requirements for and verify the effectiveness of additional temporary wind mitigation measures within the hotel and the immediate vicinity.

Reason: To ensure that the Local Planning Authority is satisfied as to the details of the development.

Fire statement

D22 The Development must be carried out in accordance with the provisions of the Gateway One fire Form Update R03 Fire Statement update (LO23024 R04) prepared by OFR Consultants on 25 October 2023 unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

Accessible housing

D23 The detailed design for each dwelling hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows unless otherwise agreed in writing with the Local Planning Authority.

i. Those specified within the schedule of accommodation as 'wheelchair user dwellings' in Figure 96 of document Design and Access Statement Addendum update, November 2023 – Revision 01 shall meet Approved Document M M4(3) (2b) ('wheelchair user dwellings'), unless otherwise agreed in writing by the local planning authority.

ii. All other dwellings shall meet Approved Document M M4(2) ('Accessible and adaptable dwellings').

Reason: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

Secured By Design

D24 (a) Within 12 months of the commencement of the superstructure of Plot 3, details of the measures to be incorporated into the development demonstrating how the principles and practices of the current 'Secured by Design' schemes have been included within the design and build shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details and maintained to the 'Secure by Design' standards thereafter.
(b) Prior to the first occupation, or use of an individual building, Residential and/or Commercial within the development, a letter from Metropolitan Police Designing Out Crime Office stating that appropriate SBD measures of compliance for the occupied or used section have been met, will be required.
(c) On full completion of the development hereby permitted, including landscaping, external materials and other works incidental to the proposed development the full SBD certificate will be required. Reason: In the interest of creating safer and sustainable communities.

Reason: To ensure safe and secure development and reduce crime.

Noise Attenuation – Dwellings

D25 (a) The dwellings hereby approved shall not be occupied until such time as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the dwellings to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	**Area**	**Average Noise level**
Daytime Noise 7am – 11pm	**Living rooms & Bedrooms**	**35dB(A)** ($L_{Aeq,16hour}$)
	Dining Room Area	**40dB(A)** ($L_{Aeq,16hour}$)
Night Time Noise 11pm -7am	**Bedrooms**	**30dB(A)** ($L_{Aeq,8hour}$)

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.
(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings to which they relate in the Block as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

Non-Road Mobile Machinery 1

D26 Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

Non-Road Mobile Machinery 2

D27 All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.

Reason: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ

Energy Strategy

D28 The development hereby approved shall be constructed in accordance with the Sustainability and Energy Strategy Addendum (Revision P04), prepared by Buro Happold delivering a minimum site-wide 47% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP2012 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and solar photovoltaic (PV) energy generation.

The final agreed energy strategy shall be installed and brought into operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter for the lifetime of the development.

(a) Prior to the commencement of works above ground floor slab level for the Printworks Building, an updated Energy Strategy shall be submitted to the Local Planning Authority for its written approval. This shall include:

i. Confirmation of the overall % reduction in line with the Energy Hierarchy;

ii. Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction (residential) and minimum 19% (non-residential) in SAP2012 carbon factors, including details to reduce thermal bridging;
iii. Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid or semi-rigid MVHR ducting;
iv. Maximum possible solar energy to be generated on the roof, with details including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).
v. Detailed design of the heat network within the blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detailed calculation of distribution losses (based on pipe routes and lengths, pipe sizes, taking account of F&R temperatures and diversification and insulation) to calculate total heat loss from the system expressed in W/dwelling and should demonstrate losses have been minimised;
vi. A strategy for the supply of heat to buildings occupied before the site-wide energy centre is available;
vii. Further detail of how the developer will ensure the performance of the system will be safeguarded through later stages of design, construction and commissioning including provision of key information on system performance required by CoP1.
viii. A metering strategy.

(b) Within six months of first occupation of any dwellings, evidence shall be submitted in writing to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

(c)The final approved Energy Strategy shall be operational prior to the first occupation of the Development. The Development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

REASON: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

PV arrays

D29 a)Confirmation of the coverage and siting of PV panels;
b) The installed PV Arrays shall be maintained in good working order and cleaned at least annually.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

BREEAM Outcome

D30 a) Prior to commencement of the approved development, a design stage accreditation certificate for that phase must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM of at least "Very Good" outcome (or equivalent) for non-residential use within that phase.

(b) The Building shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(c) Prior to occupation of any non-residential use within each relevant Phase, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each non-residential use in that phase must be submitted to the local authority for approval, confirming this standard has been achieved.

(d) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

REASON: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.

Telecommunications Equipment

D31 The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

Informatives:

1. Approved conditions: The condition was included in the original hybrid permission for HGY/2015/3000 but has since been discharged. See Schedule 2 of this decision notice for full details of the conditions that have been approved.

2. Working with the applicant: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

3. Community Infrastructure Levy: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. The CIL payments will be chargeable in accordance with the CIL regulations which includes having regard to the charging schedules at the time of original approval and the new charging schedules with increased rates which has taken effect since the original

approval. Based on the information given on the plans, the Mayoral CIL would be £547,900.40, (in addition to the £853,202.53 for the original permission) and the Haringey CIL charge would be £391,808.34 (in addition to the £67,951.38 for the original permission).

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

4. Numbering New Development: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

5. Dust: The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

6. Disposal of Commercial Waste: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

7. Environment Agency permits: The Environmental Permitting (England and Wales) Regulations 2016 require a Flood Risk Activity Permit to be obtained for any activities which will take place:
   • on or within 8 metres of a main river (16 metres if tidal)
   • on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
   • on or within 16 metres of a sea defence
   • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
   • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

8. Metropolitan Police: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) through each stage of the design and build in order to provide the relevant support submissions and achieve a SBD accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk.

9. Piling Method Statement Contact Details: Contact Thames Water https://developers.thameswater.co.uk/Developing-a-largesite/
   Email: developer.services@thameswater.co.uk

10. Minimum Water Pressure: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the

point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

11. Paid Garden Waste Collection Services: Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection

12. Sprinkler Installation: The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.

13. Land Ownership: The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

14. Site preparation works: These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

HGY/2023/2137

The following conditions have been applied to this consent and these conditions must be complied

with: NOTE:

1. The conditions that relate to individual buildings are split between the various “Plots” that form the planning application development identified on Drawing Reference SK0018 ‘Plot Plan’. The Plots comprise the following development:

    - “PLOT 1” - The Stadium
    - “PLOT 2” - The Tottenham Experience (including Warmington House)
    - “PLOT 3” - The Hotel
    - “PLOT 4” - The Extreme Sports Building
    - “PLOT 5” - The Residential and Flexible B1 / D1 Space
    - “PLOT 6” - The Community Health Building

    Other than those conditions in Section A below the subsequent conditions in each Section B to H shall only be enforceable against the Plot to which they relate.

2. Reference to “Stadium Event” means any event taking place at the completed Stadium attended by more than 10,000 or more spectators excluding staff.

3. For the purposes of interpreting conditions A1, A2, E2, F2 and G2, the timeframes of these conditions should be considered against the date of the hybrid planning permission Ref. HGY/2015/3000 which was granted 15 April 2016.

A. CONDITIONS RELATING TO THE WHOLE SITE

A1 **Implementation Timescales – Full**

The part of the development where details are approved by this planning application, namely “Plot 1”, “Plot 2” and “Plot 3” shall begin as follows:

a. The Plot 1 development shall commence within five years of the date of this planning permission;
b. The Plot 2 development shall commence within five years of the date of this planning permission; and
c. The Plot 3 development shall commence within seven years of the date of this planning permission.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

[See informative: this condition is deemed discharged]

A2 **Reserved Matters**

Development shall not be commenced on each Plot submitted in OUTLINE, namely “the Extreme Sports building”, “the Residential” and “the Community Health Centre” until the Council has approved the following reserved matters in respect of each Plot:

a. Plot 4: The Extreme Sports Building – (i) appearance and (ii) scale;
b. Plot 5: The Residential and Flexible B1/D1 Space – (i) appearance and (ii) landscape; and
c. Plot 6: The Community Health Building – (i) appearance.

Reason: In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

[See informative: this condition is partially deemed discharged]

A3 **Phasing Plan**

The development shall be undertaken in accordance with the phasing plan as indicated on Figures 101, 102 and 103 in the Design and Access Statement Addendum Update Revision 1 dated October 2023 or any amendments to the phasing plan as approved by the Council

REASON: To secure the programming and phasing of, and an orderly pattern to the development.

A4 **Consented drawings and documents**

The development shall be constructed in accordance with the following drawings and details listed in Schedule 1.

Full List of drawings, parameter plans and documents including Design Code set out in Schedule 1.

Reason: In order to avoid doubt and in the interests of good planning.

A5 **Business and Community Liaison construction Group**

For the duration of the construction phase of development the Applicant will establish and maintain a Liaison Group having the purpose of:

a) informing local residents and businesses of the design and development proposals;
b) informing local residents and businesses of progress of pre- construction and construction activities;
c) considering methods of working such as hours and site traffic;
d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;
f) providing advanced notice of exceptional works or deliveries;
g) providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group should be submitted to the Council for approval prior to commencement of the development. The Liaison Group will meet at least once every month with the first meeting taking place one month prior to the commencement of development and the meetings shall become bi- monthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

A6 **Conformity with Environmental Statement**

The development is to be constructed in accordance with the standards set out in the Environmental Statement and the Environmental Statement Addendum accompanying the

planning application.

Reason: To ensure the development complies with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended and that it has an acceptable impact on the environment.

A7 **Maximum quantum / density**

The total quantum of built floorspace across the development shall not exceed the following:

Land Use	Use Class	Area GIA (sqm)	Units
Leisure (including stadium)	F2(c)	122,000	n/a
Hotel	C1	16,696	180 rooms
Residential	C3	53,298	634
Sui Generis / Tottenham Experience	Sui Generis	4,311	n/a
Business	E(g)	4,000 (max)	n/a
Community and Culture	F1	6,000 (max)	n/a

Reason: In order to avoid doubt and in the interests of good planning.

A8 **Materials**

Full details of the development, including samples of all materials to be used for the external surfaces of each phase of the development as shall be submitted to, and approved in writing by, the Council prior to the relevant material being installed into the relevant phase of development. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and DM1 of the Haringey Development Management DPD July 2017.

A9 **Materials Boards**

All approved materials for each Plot shall be erected in the form of a samples board to be retained on the site of each Plot throughout the works period for the Plot concerned and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

A10 **Flood Risk Management**

The development shall only be carried out in accordance with the Flood Risk Assessment (FRA) Approved under HGY/2015/3000 and the FRA approved under HGY/2023/2137.

Reason: To promote sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

A11 **Drainage**

The development shall be carried out in accordance with the Drainage Strategy approved under HGY/2015/3000 and the details for the drainage of each Plot shall be submitted to and approved by the Council in advance of commencement of development for that phase (excepting any works of demolition or piling). Exceedance flood flow routes above the 100-year event plus 40% climate change shall be presented and included on drainage strategy drawings.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

A12 **Interim Landscape and Meanwhile Uses**

The development shall carried out in accordance with the approved Interim Landscaping Plan (ref. THFC-POP-XXSK-XXX-9568 as approved under HGY/2017/1180) and shall be reviewed alongside the meanwhile uses prior to the commencement of development of each Plot.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy D4 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and DM1 of the Haringey Development Management DPD July 2017.

A13 **Plant Noise**

No plant or machinery in operation shall omit noise that exceeds the maximum noise levels set out in Table 13.19 of the Environmental Statement September 2015 (noise levels to be confirmed).

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policy DM1 of the Haringey

Development Management DPD July 2017.

A14 **Plant and Machinery**

All plant and machinery shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be registered at http://nrmm.london/.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA Non Road Mobile Machinery (NRMM) Low Emission Zone.

A15 **Demolition of Locally Listed Buildings**

No demolition of the existing three locally listed buildings (746, 748 & 750 High Road) shall take place until the applicant has secured the implementation of a programme of historic building recording and analysis (RCHME Level 3 minimum), in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority in consultation with Historic England.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2013 and Policy DM9 of the Haringey Development Management DPD July 2017.

[See Informative: Condition Discharged]

A16 **Elements of the Edmonton Dispensary and Red House Coffee Palace Facade and Interiors Retention**

Prior to the demolition of either the Edmonton Dispensary (746 High Road) and Red House Coffee Palace (748 High Road) a Façade and Interiors Retention Strategy including the elements of the lower part of the façade of 746; and the paneled Boardroom of 748; and any other elements as appropriate to be submitted to and approved in writing by the Council. The demolition of the Edmonton Dispensary and Red House Coffee Palace shall be implemented in accordance with the approved strategy and any retained elements shall be kept in a safe secured place until they are ready to be installed in the new building. Once installed in the Tottenham Experience the elements should be retained in perpetuity.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2013 and Policy DM9 of the Haringey Development Management DPD July 2017.

[See Informative: Condition Discharged]

A17 **Carbon Savings**

Further details of how the carbon savings for the development have been calculated shall be submitted to and approved by the Council prior to the submission of the final reserved matters application.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI2 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

[See Informative: Condition Discharged]

B. CONDITIONS RELATING TO THE STADIUM (PLOT 1)

B1 **Consented Drawings**
The development of Plot 1 shall be carried out and maintained in accordance with the plans listed under "Plot 1" in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

B2 **Temporary Site Hoarding**
The temporary site hoarding as approved under HGY/2018/1815 shall be maintained until completion of the later phases of development. Any alterations to be agreed with the Council.

Reason: To protect the environment and amenities of the locality.

B3 **Waste and refuse**
The waste and refuse strategy for the Plot 1 shall be carried out in accordance with the strategy as approved under HGY/2017/1561.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management DPD July 2017 and Policy SI8 of the London Plan.

B4 **Fixed Illuminated Signage**
Prior to the installation of each sign details of fixed illumination signage shall be submitted to and approved by the Council in accordance with signage zones as shown on Plan POP- 4494-PLN-EL-0175 Rev O and relevant works shall be carried out in accordance with the approved details.

Reason: In order to prevent the excessive proliferation of illuminated signage and to protect the amenity of the area.

B5 **Architectural Lighting**
Architectural lighting shall be maintained in accordance with the strategy approved under HGY/2017/3378.

Reason: To protect the environment and amenities of the locality.

B6 **LED Screens**
The LED Screen strategy shall be maintained in accordance with the strategy approved under HGY/2018/1400.

Reason: To protect the environment and amenities of the locality.

B7 **Event Day Lighting**
The Event Lighting Strategy shall maintained in accordance with the strategy approved under HGY/2018/2168.

Reason: To protect the environment and amenities of the locality.

B8 **CCTV**

The CCTV scheme for the Plot 1 development shall maintained in accordance with the strategy approved under HGY/2018/0905.

Reason: To protect public safety and the amenities of neighboring residents.

B9 **Major Non-association Football Events**

No more than 16 major non-association football events (greater than 10,000 visitors) shall be held per annum in the stadium of which no more than 6 shall be music concerts and no more than 2 boxing, except during the calendar years 2023 and 2024 where there shall be no limit on the number of music concerts within the overall limit of 16 major non-association football events, subject to there being no more than three consecutive days of concerts and only one week in the year where there are more than three concerts in a single week.

Reason: To protect the environment and amenities of the locality.

B10 **Noise Control Plan**

The noise control plan maintained in accordance with the plan approved under HGY/2017/2565. The noise generated from music concerts must not exceed 75dB LAeq, over a 15 minute period as measured at a distance of 1 metre from the facade of any existing noise sensitive premises.

Reason: To protect the environment and amenities of neighbouring residents.

B11 **Diesel Generators**

Diesel generators in the Plot 1 development shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing as necessary to meet that purpose and shall not be used at any other time. At all times the generators shall be operated to minimise noise impacts and emissions of air pollutants and a log of operational hours shall be maintained and be available for inspection by the Local Planning Authority. Details of the use of the generators should be submitted to the Council annually.

Reason: To protect local air quality and promote sustainable development consistent with Policy SP4 of the Haringey Local Plan 2013 and Policy SI1 of the London Plan.

B12 **Diesel Fuel**

The diesel generators in the Plot 1 development shall run on ultra- low sulphur diesel (ULSD) meeting the fuel specification within EN590:2004.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

B13 **Flues**

Unless otherwise agreed in writing by the Council all combustion flues in the Plot 1 development must terminate at least 1 m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

B14 **Team Coaches**

On a Match Day the Team coach drop-off area shall only be used by Team coaches and the coach drop-off area shall be supervised by trained stewards.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B15 **High Road Vehicular Access**

The High Road vehicular access to the car park shall not be used between one hour prior to the start of a Stadium Event and one hour after the closure of a Stadium Event. Event day visitors must have their parking spaces allocated at least one hour before arrival.

Reason: To avoid conflict between pedestrians and vehicles in the interest of public safety.

B16 **Mobile Telecommunications Equipment**

Siting and details of mobile telecommunications equipment in the Plot 1 development shall maintained in accordance with the approved details.

Reason: In order to prevent the excessive proliferation of telecommunications equipment and to protect the amenity of the area.

B17 **Contamination**

The construction of the Plot 1 development shall be carried out in accordance with the details in the Ground Contamination, Soil Remediation and Disposal Strategy approved by HGY/2014/1134.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

B18 **Replacement Bird Nests**

The Replacement Bird Nest Scheme shall be maintained in accordance with the details approved under application ref.

HGY/2017/0789.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2015 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

B19 **Car Parking Management Plan**

Unless otherwise agreed in writing with LPA, the management of the car park shall be carried out in accordance with the car parking management plan approved under HGY/2018/2169. unless otherwise agreed by the Local Planning Authority.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B20 **Swept Path Analysis**

Large delivery vehicles shall exit the site safely without causing unreasonable delays to eastbound traffic along Northumberland Park in accordance with the details approved under HGY/2017/1562.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B21 **Cooling Demand**

Details of cooling demand together with an overheating strategy (in compliance with CIBSE TH49) and the thermal modeling for Plot 1 shall maintained in accordance with the details approved under HGY/2016/2066.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

C. CONDITIONS RELATING TO THE TOTTENHAM EXPERIENCE BUILDING (PLOT 2)

C1 **Consented Drawings**

The development of Plot 2 shall be maintained in accordance with the plans listed under “Plot 2” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

C2 **Waste and refuse**

The waste and refuse strategy for the Plot 2 shall be carried out in accordance with the strategy approved under application Ref. HGY/2018/2070.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management Plan DPD July 2017 and Policy SI8 of the London Plan 2021.

C3 **External Roof Terrace**

No part of the external roof terrace in the Plot 2 development shall be in use between 24:00 – 07:00 hours any day of the week.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

C4 **Cooling Demand**

Details of cooling demand together with an overheating strategy (in compliance with CIBSE TH49) and the thermal modeling for Plot 2 shall be maintained in accordance with the details approved under HGY/2018/2182.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

D **CONDITIONS RELATING TO THE HOTEL (PLOT 3)**

See Appendix 1 for Conditions and Informatives relating to Plot 3.

E CONDITIONS RELATING TO THE EXTREME SPORTS BUILDING (PLOT 4)

E1 **Consented Drawings**

The development of Plot 4 shall be constructed in accordance with the plans listed under “Plot 4” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

Reserved Matters

E2 The first reserved matters application for Plot 4 shall be made to the Council before the expiration of five years from the date of the original planning permission. The development on Plot 4 hereby permitted shall be begun before the expiration of seven years from the date of this permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

E3 **Construction Environmental Management Plan**

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 4 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

E4 **Air Quality and Dust Management Plan**

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 4 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

E5 **Construction Waste Management Plan**

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 4

development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

E6 **Construction Hours**

Construction work which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

E7 **Piling Method Statement**

No piling shall take place during the construction phase of the Plot 4 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling on Plot 4 must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

E8 **Lighting**

Prior to the first occupation of the Plot 4 development an external lighting strategy for the Plot 4 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

E9 **Waste and refuse**

A waste and refuse strategy for the Plot 4 development to be submitted and approved by the Council prior to occupation of the Plot 4 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management DPD July 2017and Policy SI8 of the London Plan 2021.

E10 **Landscape Management**

Within 1 year of commencing the Plot 4 development the applicant shall submit a landscape maintenance scheme for the Plot 4 development for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013.

E11 **External Climbing Wall**

The external climbing wall shall not be in use between the hours 23:00 – 07:00.

Reason: To protect the environment and amenities of the locality.

E12 **Contamination**

Prior to the commencement of development of sub structure works on Plot 4 development:

a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c. If the risk assessment and refined Conceptual Model

indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

E13 **Contamination Remediation**

Where remediation of contamination on the Plot 4 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the Plot 4 development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

E14 **Energy Centre Flues**

Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 4 development shall be submitted and approved by the Council before installation of the flues on Plot 4.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

E15 **Cooling Demand**

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 4 shall be submitted and approved by the Council prior to the commencement of any work above ground on Plot 4.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

E16 **Telecommunications**

Prior to construction of the of the Extreme Sports Building supper structure a Television Reception Mitigation scheme shall be submitted to and approved by the Council and the development shall be carried out in accordance with the approved scheme

Reason: In order to ensure that the proposal does not

prejudice the enjoyment of neighbouring occupiers of their properties.

F. CONDITIONS RELATING TO THE RESIDENTIAL FLEXIBLE FLOORSPACE (PLOT 5)

F1 **Consented Drawings**

The development of Plot 5 shall be constructed in accordance with the plans listed under “Plot 5” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

F2 **Reserved Matters**

The first reserved matters application for Plot 5 shall be made to the Council before the expiration of seven years from the date of the planning permission. The development on Plot 5 hereby permitted shall be begun before the expiration of nine years from the date of the original planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

F3 **Construction Environmental Management Plan**

The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

F4 **Air Quality and Dust Management Plan**

The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

F5 **Construction Waste Management Plan**
The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

F6 **Construction Hours**
Construction work which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

F7 **Piling Method Statement**
No piling shall take place during the construction phase of the Plot 5 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling on Plot 5 must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

F8 **Wheelchair Accessible Homes**
10% of the residential units to be identified as wheelchair accessible shall be designed and constructed as wheelchair adaptable housing.

Reason: In order to ensure adequate accessibility for the disabled and mobility impaired throughout their lifetime.

F9 **Design Code**
The submission of the reserved matters application for appearance for the residential development will be accompanied by a Design Code Compliance Statement.

Reason: In order to avoid doubt and in the interests of good

planning.

F10 **Dwelling Mix**
No more than 5% of units shall be studios, no less than 5% shall be three bed units and no more than 50% shall be 1 bed units.

Reason: In order to avoid doubt and in the interests of good planning.

F11 **Car Parking Management Plan**
Prior to the commencement of development above Podium level (and excluding any temporary landscaping proposals) of Plot 5, a parking management plan and scheme setting out the location of electric charging spaces and blue badge spaces in the Plot 5 development to be submitted and approved by the Council.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

F12 **Cycle Parking**
Prior to the commencement of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) a detailed cycle parking layout for the Plot 5 development to be submitted and approved by the Council.

Reason: To promote sustainable modes of transport in accordance with Policy T1 and T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2013.

F13 **CCTV**
Prior to the first occupation of the Plot 5 development a CCTV scheme for the Plot 5 development shall be submitted to and approved by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To protect public safety and the amenities of neighboring residents.

F14 **Lighting**
Prior to the first occupation of the Plot 5 development an external lighting strategy for the Plot 5 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

F15 **Waste and refuse**

A waste and refuse strategy for the Plot 5 development to be submitted and approved by the Council prior to occupation of the Plot 5 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM1 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

F16 **Landscape Management**

Within 1 year of commencing the Plot 5 development the applicant shall submit a landscape maintenance scheme for the Plot 5 development for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Plan 2021 and Policy SP11 of the Haringey Local Plan 2013.

F17 **Wind Mitigation**

The submission of the reserved matters application for appearance for the residential development will be accompanied by a statement outlining how wind mitigation has been incorporated in to the Plot 5 landscaping scheme.

Reason: To protect the environment and amenities of the locality.

F18 **Green/Brown Roofs**

Prior to the construction of the residential development on Plot 5 a scheme for green or brown roofs on the Plot 5 development shall be submitted and approved by the LPA.

Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

F19 **Contamination**

Prior to the commencement of the Plot 5 development:

a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and

Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
   - a risk assessment to be undertaken,
   - refinement of the Conceptual Model, and
   - the development of a Method Statement detailing the remediation requirements.

   The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

F20 **Contamination Remediation**

Where remediation of contamination on the Plot 5 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development on Plot 5 is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

F21 **Retention of Architects**

The existing architects for the residential element of the scheme shall be retained for the detailed design of the residential phase or other such architects as approved in writing by the Local Authority.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

F22 **Water Use**

Water use in the residential towers is limited to 105 litres per person per day.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

F23 **Energy Centre Flues**

Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 5 development shall be submitted and approved by the Council before installation of the flues on Plot 5.

Reason: To protect local air quality consistent with Policy 7.14 of the London Plan.

F24 **Cooling Demand**

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 5 shall be submitted and approved by the Council prior to the commencement of work on Plot 5.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

F25 **Telecommunications**

Prior to construction of the Residential development super structure a Television Reception Mitigation scheme shall be submitted to and approved by the Council.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

G. CONDITIONS RELATING TO THE COMMUNITY HEALTH BUILDING (PLOT 6

G1 **Consented Drawings**
The development of Plot 6 shall be constructed in accordance with the plans listed under “Plot 6” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

G2 **Reserved Matters**
The first reserved matters application for Plot 6 shall be made to the Council before the expiration of five years from the date of the planning permission. The development on Plot 6 hereby permitted shall be begun before the expiration of seven years from the date of this permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

G3 **Construction Environmental Management Plan**
The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until a CEMP in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

G4 **Air Quality Dust Management Plan**
The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

G5 **Construction Waste Management Plan**
The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

G6 **Construction Hours**

Construction work which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

G7 **Lighting**

Prior to the first occupation of the Plot 6 development an external lighting strategy for the Plot 6 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

G8 **Waste and Refuse**

A waste and refuse strategy for the Plot 6 development to be submitted and approved by the Council prior to occupation of the Plot 6 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy DM4 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

G9 **Green/Brown Roof**

Prior to installation of the roof a scheme for green or brown roofs on the Plot 6 development shall be submitted to and approved by the Council. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

G10 **Cooling Demand**

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 6 shall be submitted and approved by the Council prior to the commencement of development on Plot 6.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

H. CONDITIONS RELATING TO PUBLIC REALM

H1 **Consented Drawings**

The development of Public Realm shall be constructed in accordance with the plans listed under “Public Realm” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

H2 **Public Realm Strategy**

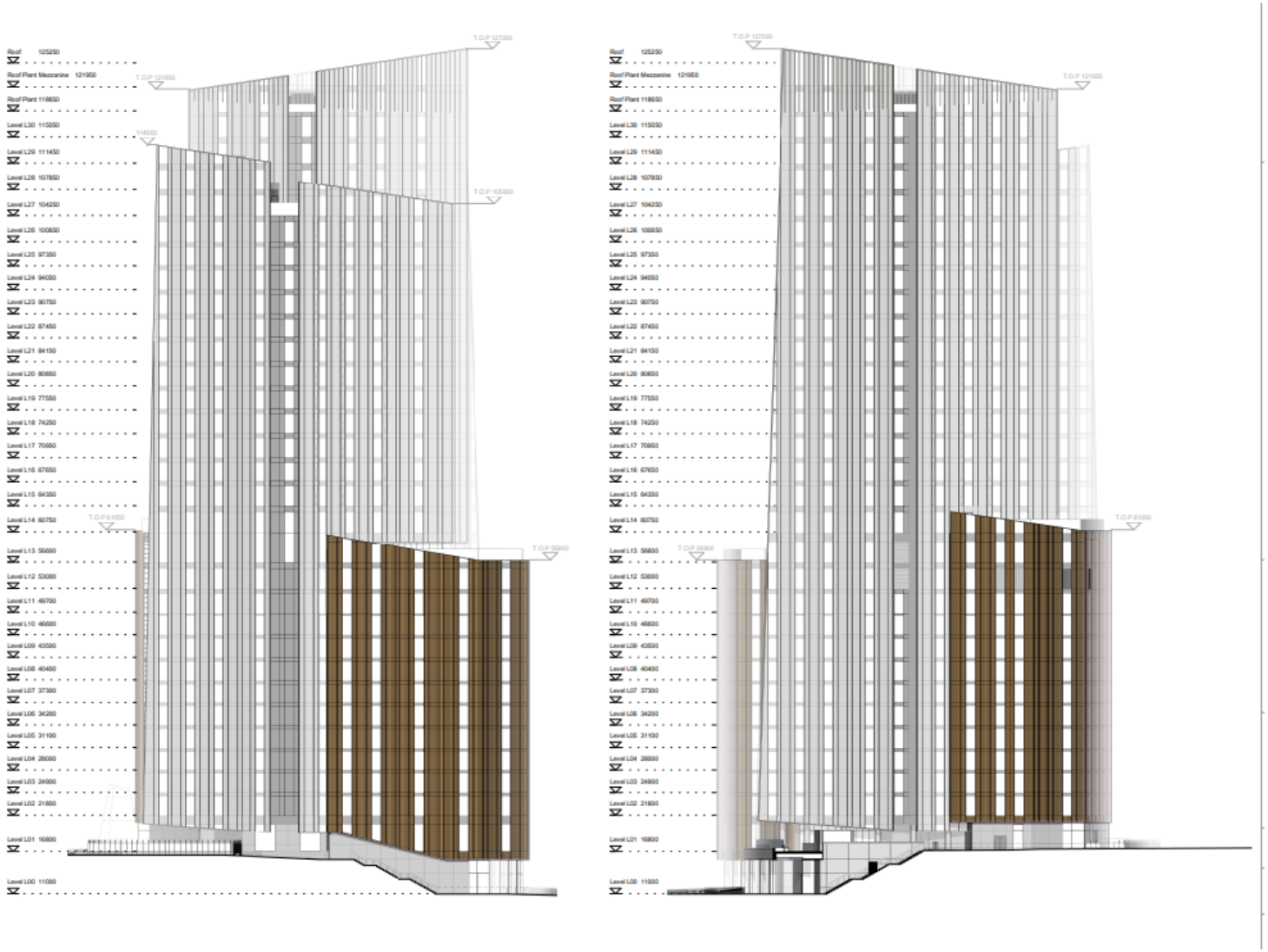
Prior to the occupation of the relevant plot, a public realm strategy including a public realm phasing plan for that plot will be submitted to and approved by the LPA. No subsequent Plot shall be occupied until the relevant part of the public realm attributed to that Plot is delivered as provided for in the approved strategy. The public realm strategy shall provide detailed landscaping for the public realm, including:

a) Hard surfacing materials;
b) Details of pedestrian only areas;
c) Details of servicing and delivery routes;
d) Boundary treatments;
e) Any relevant SuDs features;
f) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development;
g) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signage strategy etc.);
h) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
i) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;

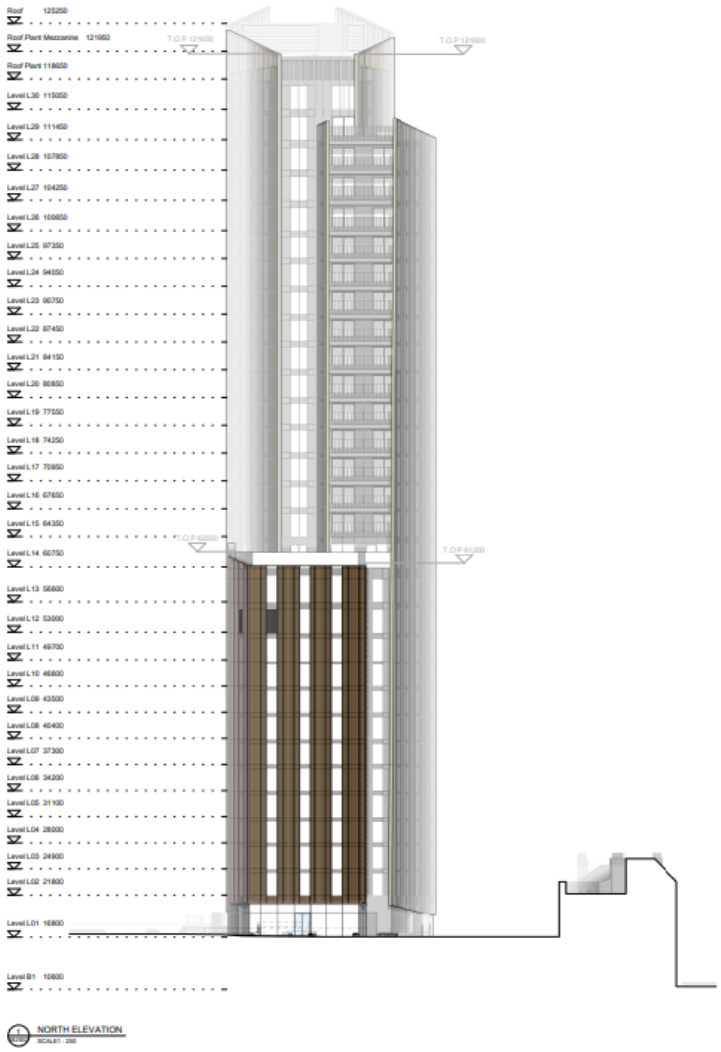
Reason: In order to avoid doubt and in the interests of good planning and to ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2013.

OVERVIEW AERIAL IMAGE FROM SOUTH OF HIGH ROAD

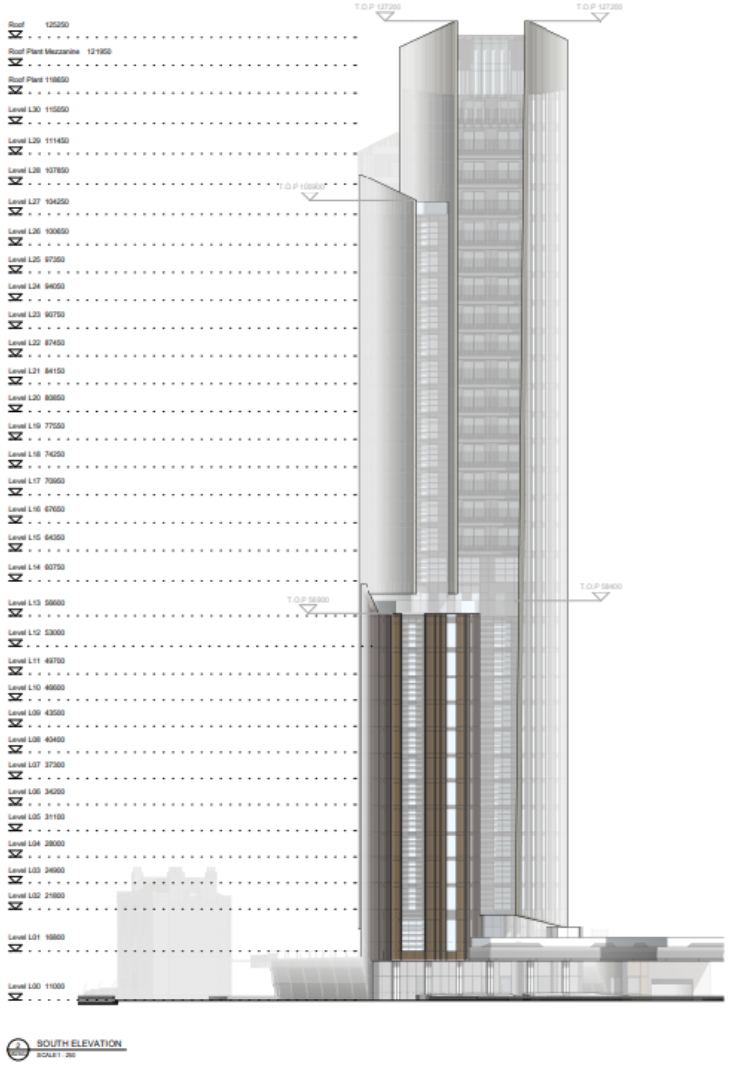
WESTERN AND EASTERN ELEVATION



NORTHERN AND SOUTHERN ELEVATION

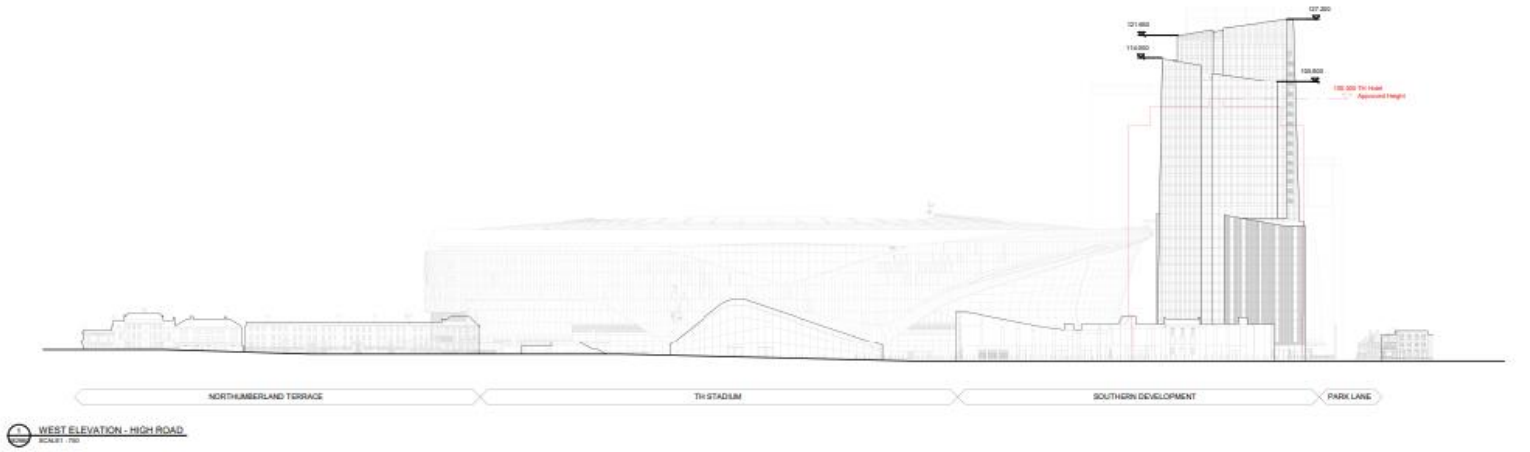


NORTH ELEVATION

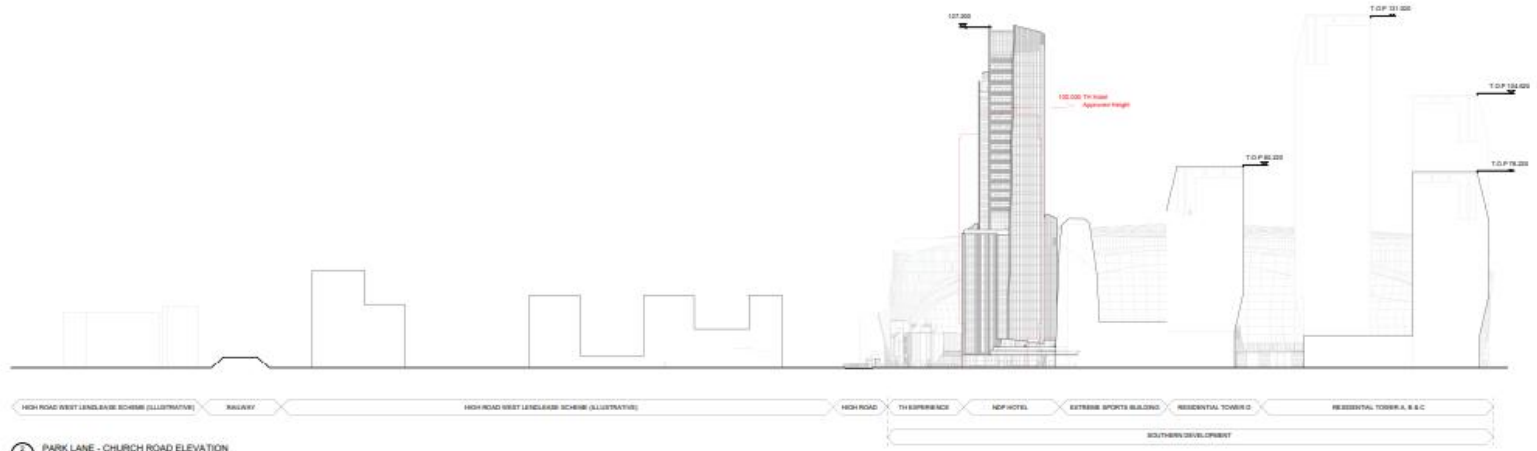


SOUTH ELEVATION

COMPARISON TO CONSENTED - SECTIONS



1 WEST ELEVATION - HIGH ROAD
SCALE1 : 750



2 PARK LANE - CHURCH ROAD ELEVATION
SCALE1 : 750

SITE WIDE PLOTS AND PUBLIC REALM

COMPARATIVE FOOTPRINT 2016 APPROVAL AND PROPOSED

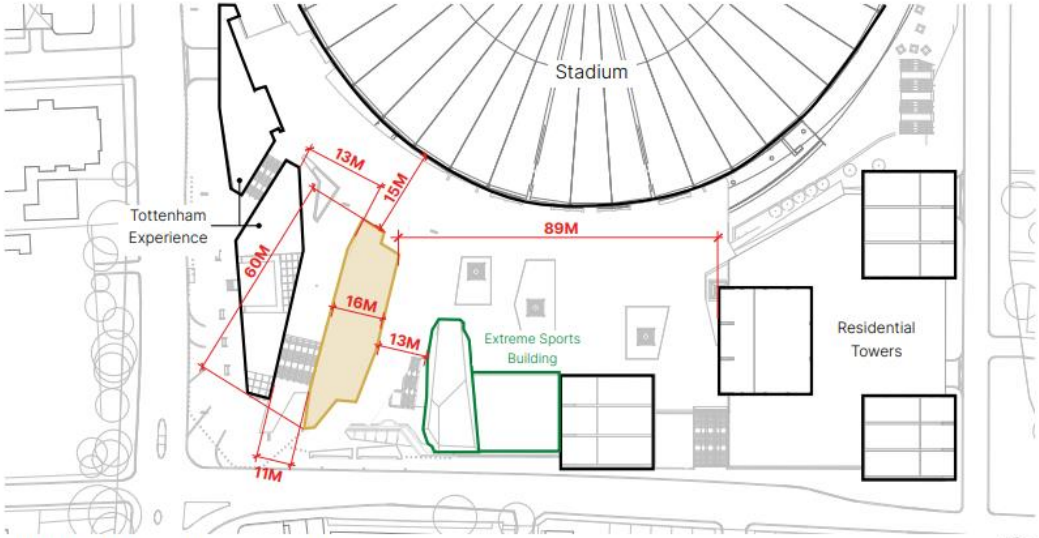
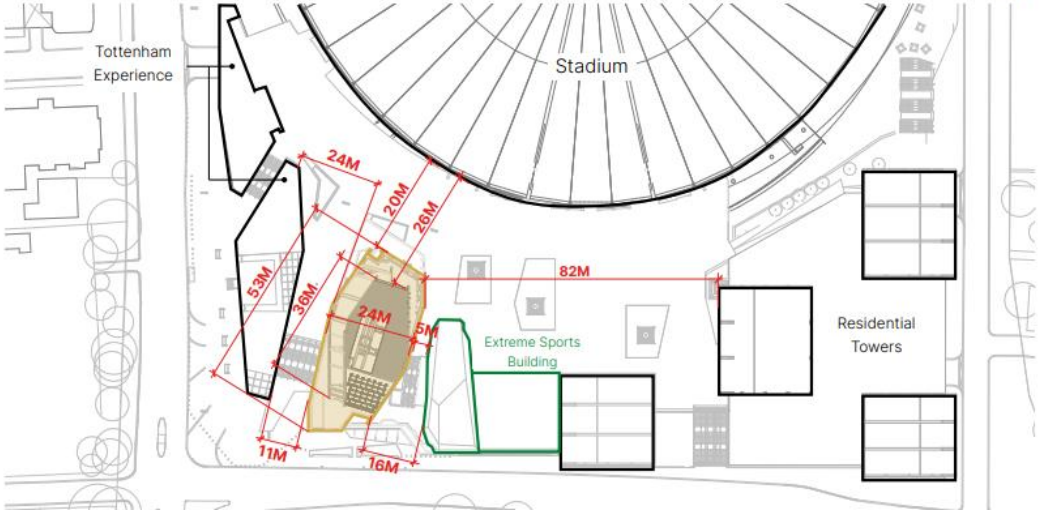
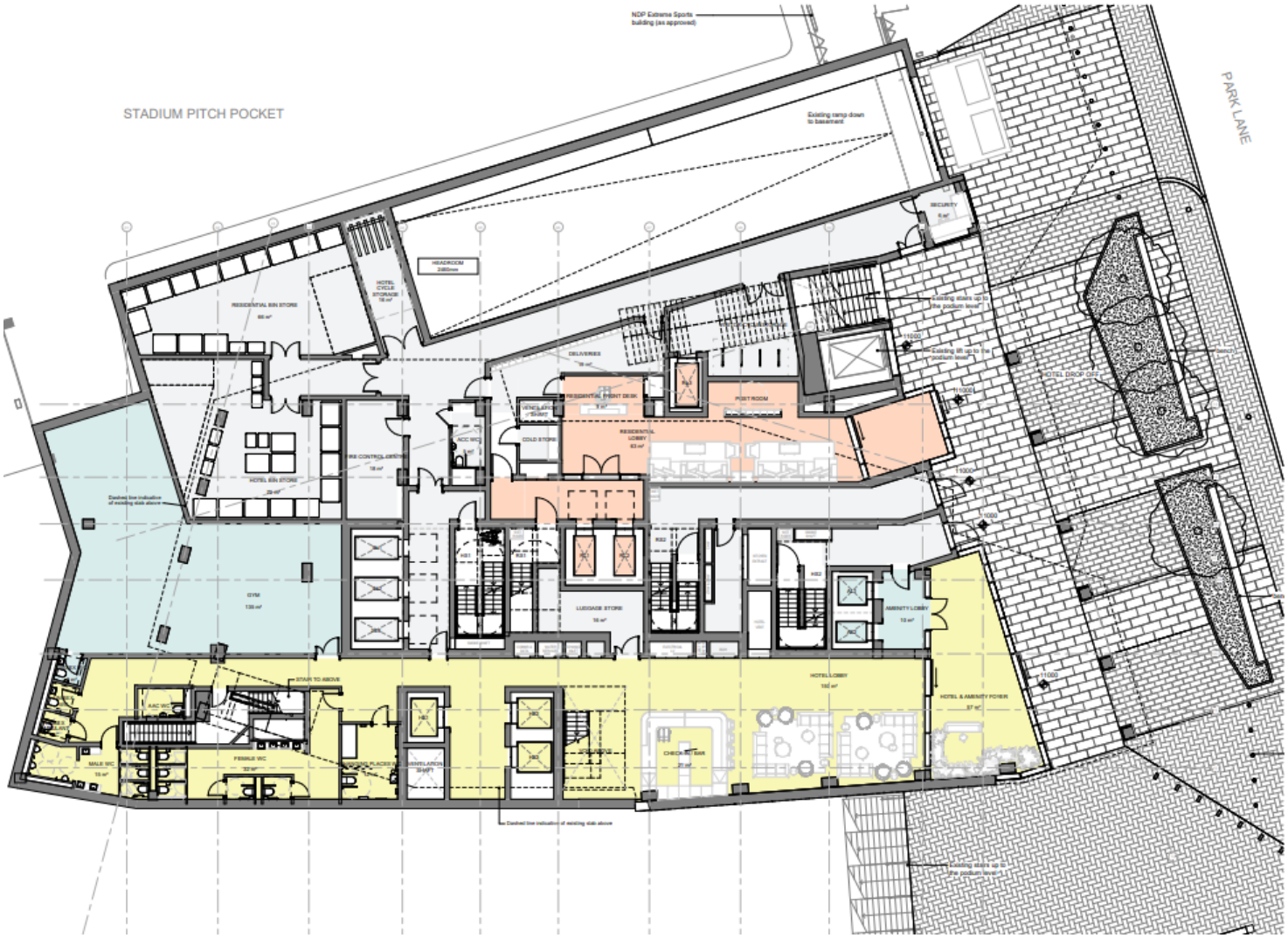


FIGURE 129. 2016 Approved NDP Scheme

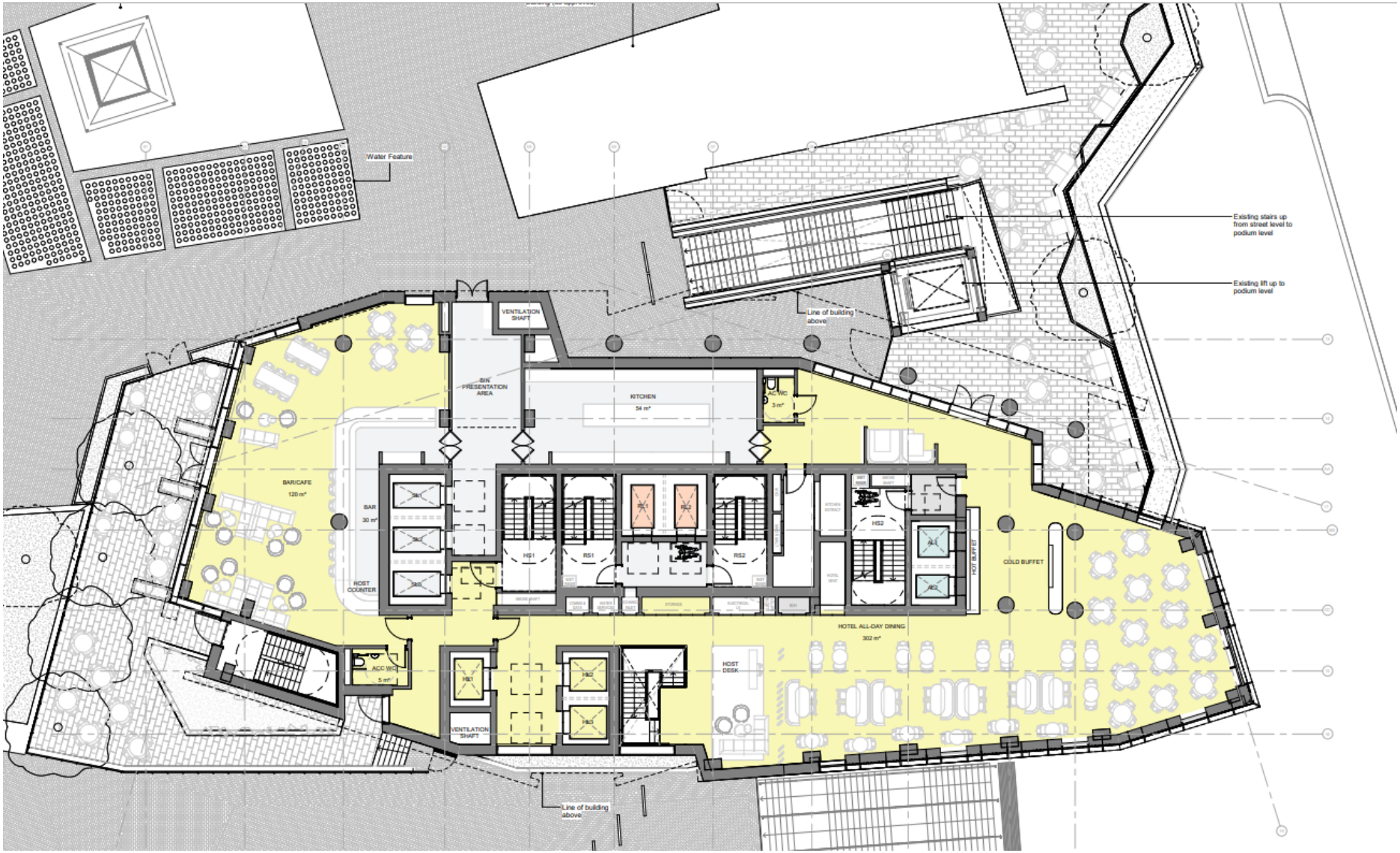
NTS



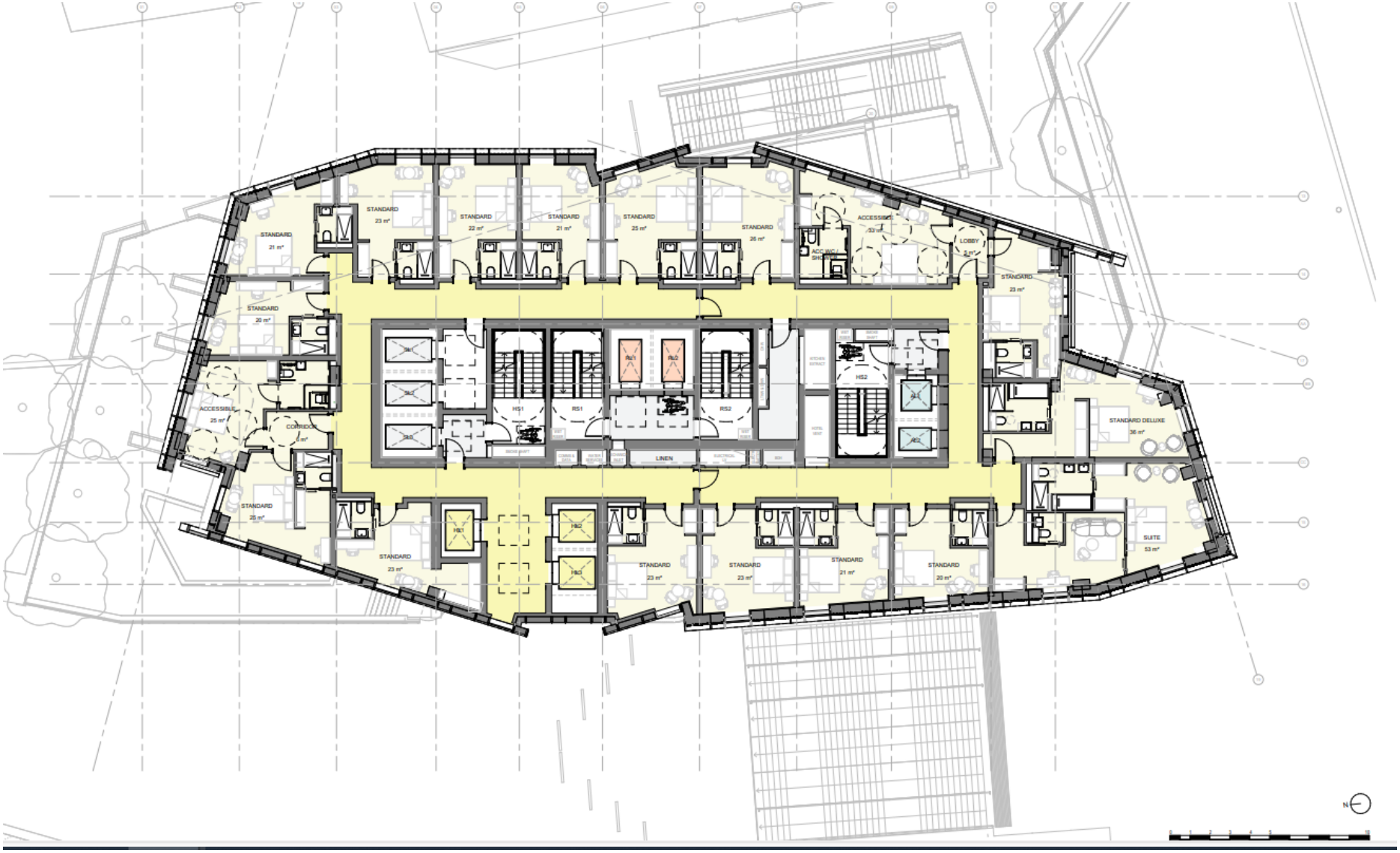
LEVEL 00 GENERAL ARRANGEMENT PLAN



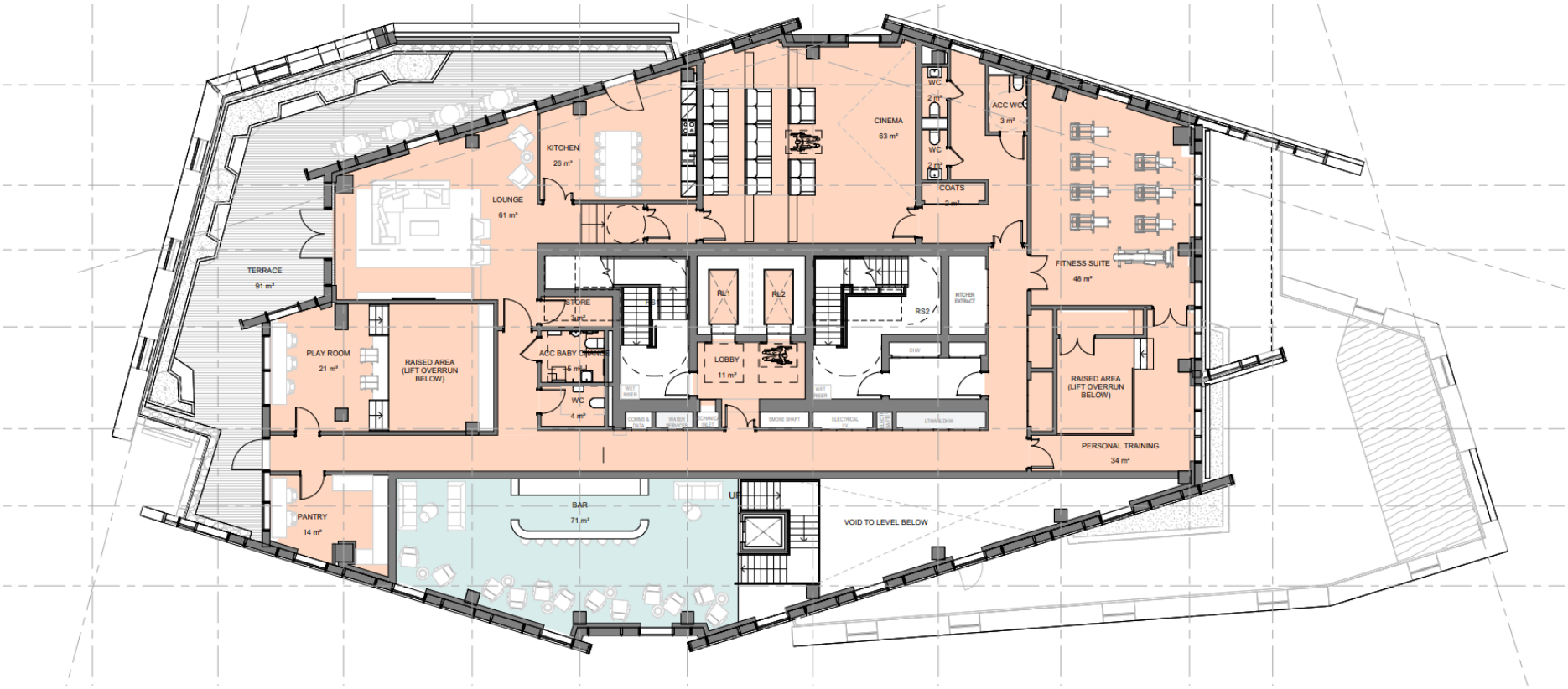
LEVEL 01 GENERAL ARRANGEMENT PLAN



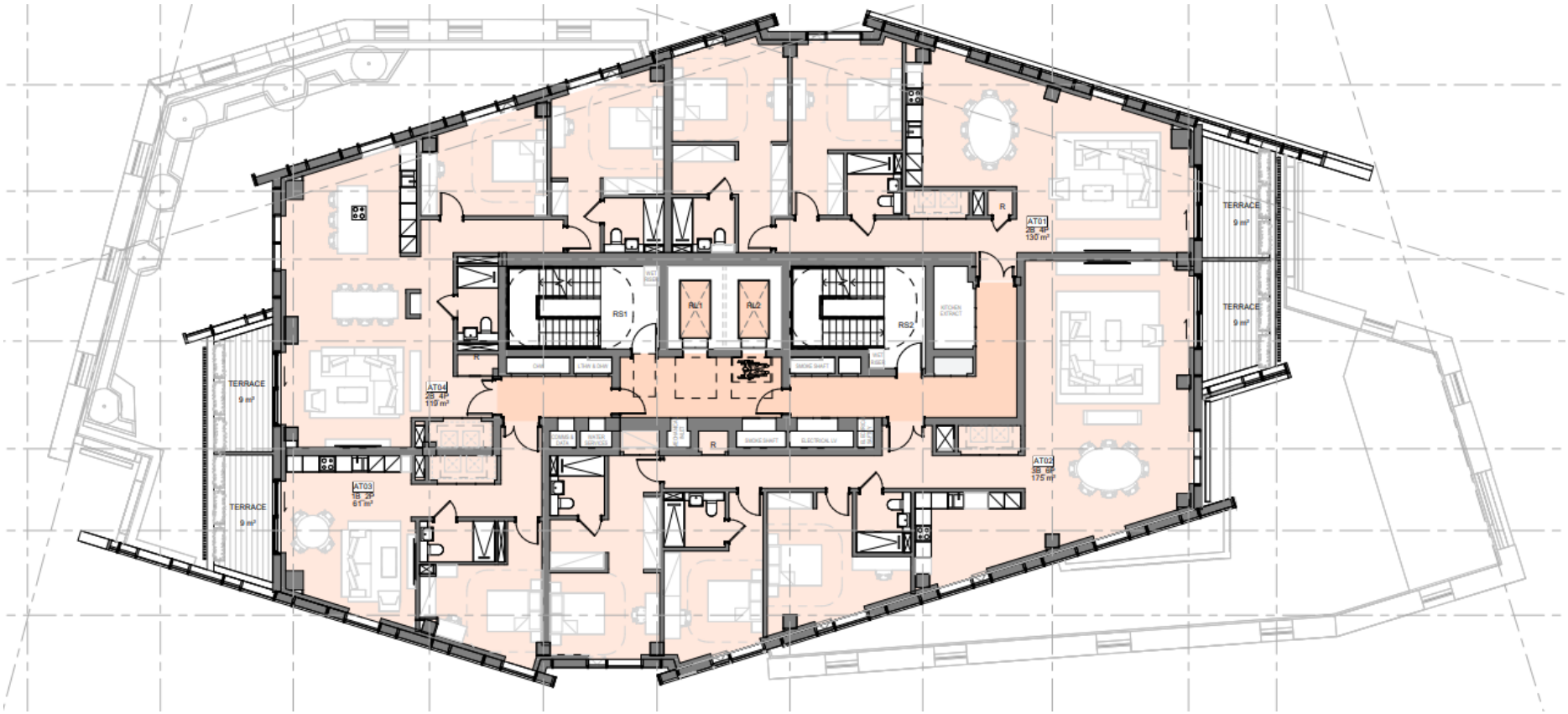
LEVELS 02-11 TYPICAL HOTEL GENERAL ARRANGEMENT PLAN



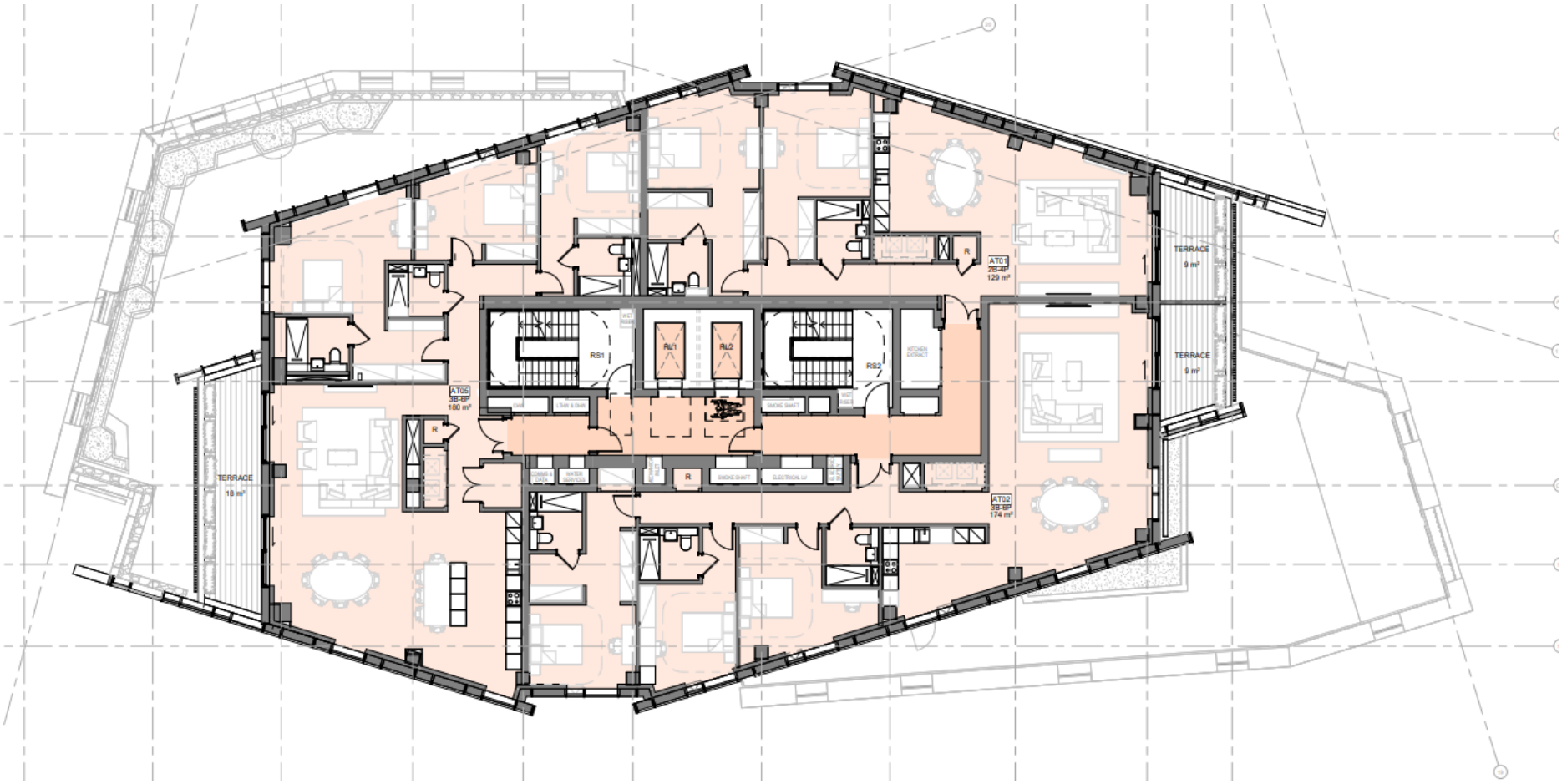
LEVEL 14 RESIDENTIAL AMENITY GENERAL ARRANGEMENT PLAN



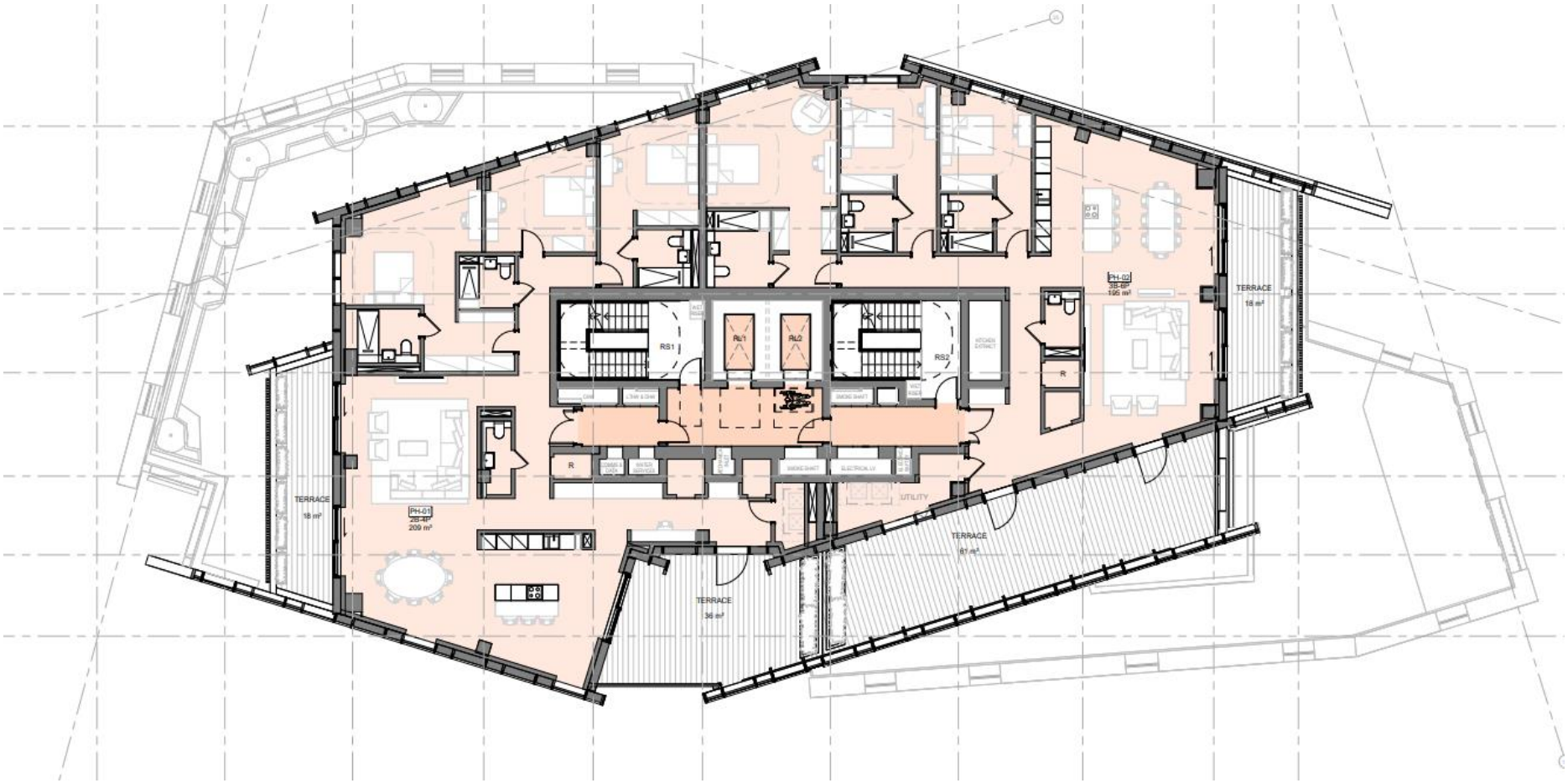
LEVELS 15-20 TYPICAL RESIDENTIAL GENERAL ARRANGEMENT PLAN



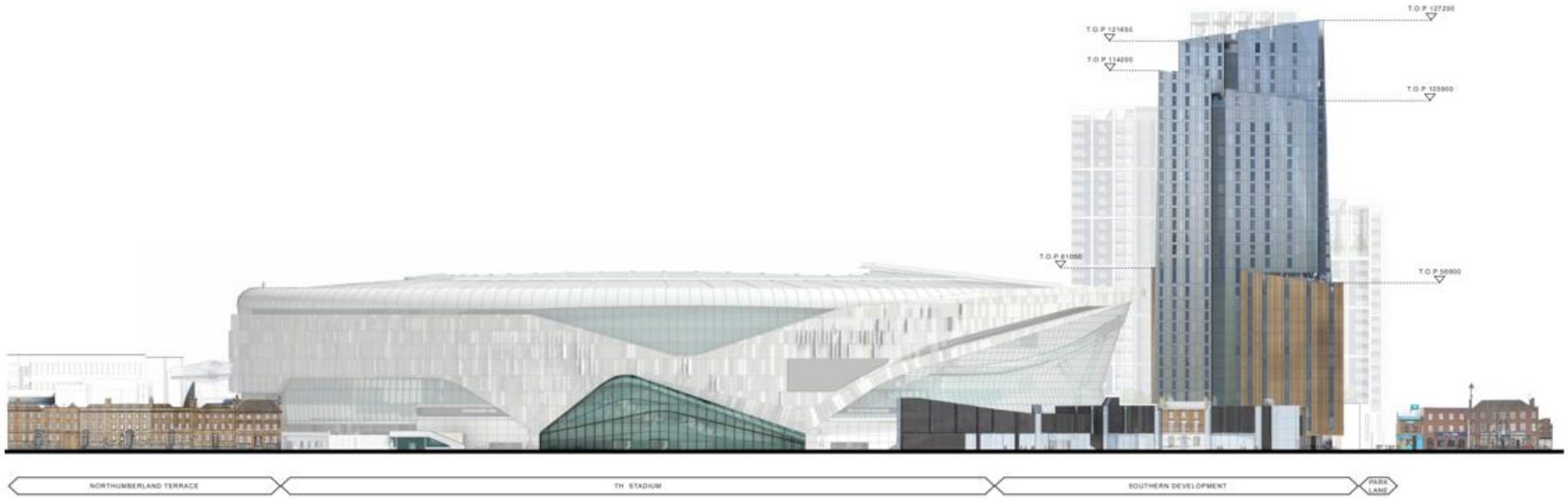
LEVELS 21-26 TYPICAL RESIDENTIAL GENERAL ARRANGEMENT PLAN



LEVEL 27 RESIDENTIAL GENERAL ARRANGEMENT PLAN (OTHER LARGE FLATS ON FLOORS 28-30)



VIEW FROM WEST OF HIGH ROAD



SECTION SHOWING PROPSOED USES WITHIN THE BUILDING

KEY FIGURES

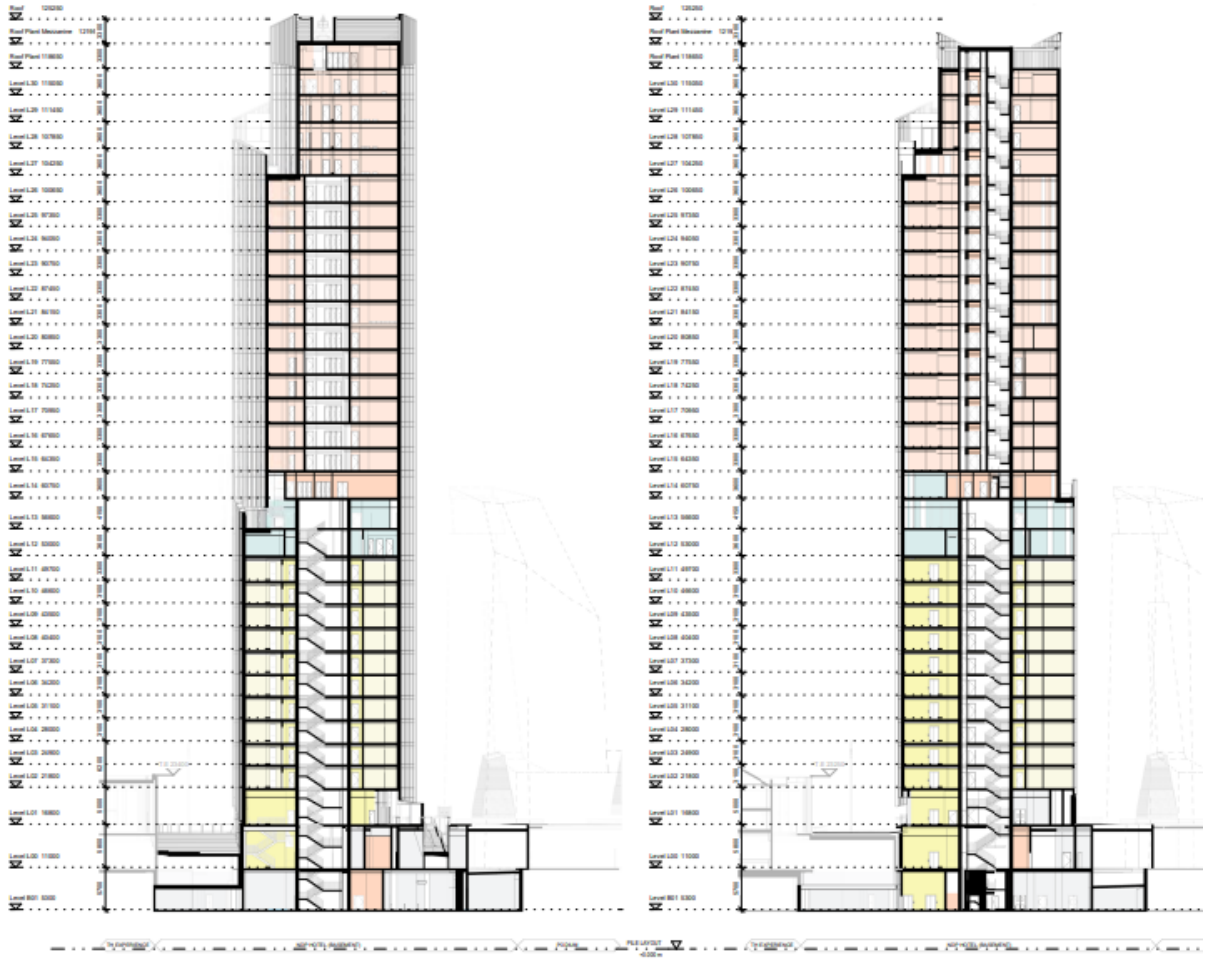
Application Site Area:	8.97 ha (NDP Application Boundary)
Total Storeys:	30 Storeys ***(+1no. Storey)*** ***+AOD 127.200 retained***
Total GIA:	28,323 sqm ***(+945 sqm)***
Hotel GIA:	16,696 sqm ***(+564 sqm)***
Residential GIA:	11,627 sqm ***(+381 sqm)***
Total Hotel Rooms:	180 rooms
Total Residential Units:	49 units
Accessibility:	10% of hotel rooms
	10% of residential units are M4(3)*
	90% of residential units are M4(2)*
Car Parking:	64 spaces in total
	10% accessible
Cycle Parking:	114 spaces in total
	5% accessible
External Amenity:	625 sqm ***(-51 sqm)***
Private External Amenity:	720 sqm ***(-146 sqm)***

KEY

- Hotel
- Shared Amenity
- Residential Amenity
- Residential
- Plant / Back of House

**Note: M4(3) are wheelchair user adaptable dwellings.*

M4(2) are accessible and adaptable dwellings.



PROPOSED BAY DETAIL OF SOUTHERN ELEVATION

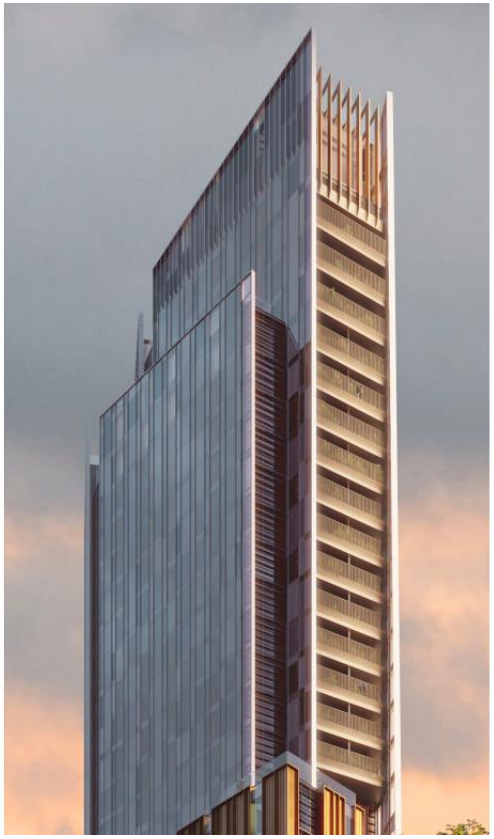


IMAGE OF FORECOURT AS SEEN FROM PARK LANE

IMAGE OF PROPOSED HOTEL FORECOURT AND ACCESS TO PODIUM

Appendix 4: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Building Control	With regards to the assessment of the Fire Strategy and B5 of the Building Regulations, Building Control have no objections/representations to raise against the proposed changes. The proposal will be subject to a formal Building Regulations application where all parts of the requirements of the Building Regulations shall be assessed. **Additional comments received 28 November 2023:** I have spoken to THFC about this and work is underway to provide the supporting figures to justify the proposals. They have employed a specialist movement company with a good track record in doing this (unfortunately it is not the same company that carried out the work initially, hence the slight delay as they are having the check and ratify the base figures in order that they can clearly and accurately compare the proposed scenario). Essentially, whatever width is removed from the current staircases to allow the construction will be reinstated further down Park Lane, please rest assured that this will be covered by their safety certificate and if they cannot get the numbers to work, then they run the risk of having their capacity reduced.	Comments noted. The crowd flows issue will need to be addressed outside of planning. Any changes to widths of stairs would likely require non-material amendment to the permission.
LBH Carbon Management	*No comments received to date, but full response being provided when additional information has been reviewed. GLA officer have reviewed prior to publication of the report This will be added in the addendum ahead of planning Committee.*	
LBH Conservation Officer	The proposed scheme forms part of the phased Northumberland Park Development project that entails the redevelopment of the land comprising and surrounding the Tottenham Hotspur Stadium. The extensive redevelopment scheme, stemming from outdated 2011 planning, conservation area and listed building consents, was approved in 2016, and includes	Comments noted.

	the now completed Stadium and Tottenham Experience; full consent was granted for both the 22-storey mixed use hotel tower and for the forthcoming sports centre. Outline consent was granted for the Extreme Sports Building as well as for four residential towers and for the Community Health Building. Those buildings that were approved through outline consents will all be developed at a later stage. This Section 73 application entails amendments to the massing of the hotel tower becoming taller and slenderer, with a slight increase in floorspace for hotel use. The mixed-use hotel tower will be located to the immediate south of the new Stadium and to the east of the Tottenham Experience, on a prominent corner location, just on the doorstep of the North Tottenham Conservation Area. While signposting the wider redevelopment, especially in views along and across The High Road, the tower and related landscape design will also define the new street frontage and urban landscape along the corner of Park Lane, near the Conservation Area. Due to its landmark location and scale, the new tower is set to further mark the jump in scale and neat diversity of character between the new Northumberland Park Development and the Conservation Area, and at the same time to reinforce the new urban character and very contemporary townscape already established by the Stadium and Tottenham Experience on the land comprised between the High Road and Park Lane. In very close proximity to the hotel tower and just on the opposite side of Park Lane, the Conservation Area is characterised by the historic Corner Pin pub and the locally listed buildings at Nos 2-4 Park lane, all forming part of, and positively contributing to the special character of the Conservation Area. To the immediate north of the development site the Grade II Listed Warmington House, is nowadays embedded within the Tottenham Experience and has totally lost its original built context. The listed building is architecturally and historically significant on its own merits, but its former setting, constituted by the historic east frontage of the high street that preceded the creation of the Stadium has now totally changed and is still evolving.	

	Both the 2016 consented redevelopments of both the Stadium and related land to the east side of the High Road, and the extensive High Road West masterplan for extensive redevelopment to the west side of the High Road, led to remove from the Conservation Area both the originally designated east land comprised between Park lane and Northumberland terrace, and the originally designated land broadly comprised between Brereton Road and Moselle Place to the west. This odd gap in the Conservation Area designation is due to the total loss of historic character and radical transformation of the High Road frontage due to the Northumberland Park and the HRW re-developments in North Tottenham. The ongoing transformation on both sides of the High Road, adjacent to the rest of the North Tottenham Conservation Area and related heritage assets, is therefore a consolidated decision and part of the council's commitment to regenerate and enhance the quality of North Tottenham, with the imposing Stadium intended as a driver for new development, related economic regeneration and descending public benefits. It is understood that the approved large scale development is totally different from, at best complementary to, the historic built environment of the Conservation Area, and this new development leads to varying degrees of less than substantial harm to heritage assets; however, the identified harm caused by the Northumberland Park Development has been accepted in the 2016 consent as adequately mitigated by a number of factors (distance, screening greenery, urban design quality and architectural composition quality) and it is expected, both for mitigation of impact and in compliance with national and local policies, that this development will have to deliver maximum architectural, landscape and urban design quality achievable, as well as to deliver all the benefits attached to its justification and approval. Accordingly, The current application to amend the hotel tower ambitiously aims to fill in the gaps of the consented tower scheme and takes the opportunity to maximise urban and architectural quality and to deliver greater public benefits within heritage setting.	

	The design quality and urban character of the Northumberland Park Development have already been established on the east side of the High Road by the design of the Stadium that, together with the Tottenham Experience, boasts a strong presence on the east frontage of the High Road and related skyline. As part of the redevelopment surrounding the Stadium, the consented tower is meant to complement and emphasize the design, large and curved geometry, and the materials of the Stadium so that both buildings would form a complementary landmark development. The tower was already designed in the consented application to perform as a tall architectural signpost, standing on a pivotal corner location at the crossroad between the High road and Park lane and thus marking the presence of both Stadium and the whole Northumberland Park Development in various views towards the development site. The heritage statement accompanying the 2016 consent stated at paragraph 4.4.27 that the tower would provide ‘’a striking and elegant new landmark building at the gateway to the Stadium site ‘’ and that although’’ positioned closer to the High Road and the boundary of the North Tottenham Conservation Area, it would only affect the immediate setting of Warmington House at 744 High Road. Despite the obvious difference in scale between the proposed hotel and Warmington House, the hotel would not harm the significance of the listed building because, as described above, its setting has been entirely altered and has no remaining intrinsic significance.’’ The 2016 consent therefore established that the 22 storey tall hotel building , despite being clearly visible within the wider setting of nearby listed buildings in the North Tottenham Conservation Area, comprising the Grade-II listed Moselle House and the listed Tottenham Baptist Chapel and 695-697 High Road, does not harm the significance of the listed buildings since these are located on their own, defined plots set back from the pavement line of the High Road. That consent also established that in north views along the High Road from the Scotland Green and Bruce Grove Conservation Areas, both the Stadium and the hotel would have a positive and balancing impact on the overall urban composition of the entire development site despite causing some ‘less than substantial harm’ to the wider setting of the conservation areas. But the harm would	

	be mitigated by distance, the existing urban form, trees lining the High Road and by the proposed high-quality design and chamfered form of the towers. The impact on Bruce Castle Conservation Area would result in some 'less than substantial harm' to the wider setting of the Bruce Castle Conservation Area in views from the northern end of Bruce Castle Park. And the harm would be partly mitigated in the summer months by leafy trees. It was therefore concluded that the less than substantial harm caused by the wider new development comprising the hotel tower, on the setting of the surrounding Conservation Areas, is reduced by several factors, including good design, and the descending harm needs to be balanced against the public benefits provided by the development. Great emphasis was placed on the design quality of the proposed new development and related improvements to the surrounding public realm and landscaping, both in mitigation of heritage impact and in compliance with national and local policies for good design. Within this frame, this design led S73 application strives to enhance the intrinsic design quality of the hotel tower through changes to the height, design, maximum floorspace of the tower and related public realm and landscaping, while increasing deliverability and achieving a better internal layout for both hotel and residential units and by adding private outdoor amenity space to each residential unit. Accordingly, the footprint and the housing mix of the building have been amended. The proposed amendments effectively help to refine the appearance of the tower as a distinctive, elegantly slender landmark building so to successfully complement and emphasize the large and curvy geometry of the Stadium and to add character to the skyline of the wider redevelopment site as experienced in views of the area. These refinements to the design of the tower rest on a thorough analysis of both the approved scheme and the evolving scale of the emerging context, with a string focus on perfecting the design of the tower, also with the help of comprehensive pre and post application discussion with officers, Quality Review Panel and consultation with the Greater London Authority so to finalise the design of the building, proposed	

	landscaping and the overall sustainability approach of the hotel site. The design merits of the amended scheme are extensively described and assessed in the Design Officer's comments that focuses, among other considerations, on the design quality achieved by this refined scheme, townscape impact and benefits of the proposed design. From the heritage conservation perspective it is also necessary to consider how the enhanced tower design would impact on the surrounding heritage assets, while being mindful that heritage impact assessment carried out in the 2016 consent in relation to a lower tower established that the impact of the new tower was acceptable due to its subordination and being largely screened from the stadium, and also due to its balancing role in the urban composition of the new development. In that consent it also emerged very clearly that design quality is the key mitigation measure to further reduce the heritage impact of the tower and to comply with the policy requirement to raise the quality of the setting of heritage assets through good design. The height of the tower has now been increased from 22 to 29 storeys, still in compliance with the maximum approved heights and related number of storeys and in line with recently approved new schemes to be erected on the west side of the High Road . This increase in height is justified by the design need to re-allocate masses and usable spaces to shape a slender and elegant tall building , but also by reducing its breadth and by emphasizing its vertical geometry; mass has been broken down to achieve a slender, tiered and multifaceted building whose elevations are defined by a carefully composed hierarchy of tall, planar blades and lower, folded vertical blades arranged to follow the polygonal and elongated plan form of the tower that is akin to the plan form of the Tottenham Experience building. The varying height of the blades reflects the vertical hierarchy of the tower that is tied together by a lower shoulder shaped by the 'folded blades' wrapping around the ascending middle and top sections of the tower. The lower 'folded blades' shoulder anchors the tower within the Park Lane frontage and related public realm and landscape design connect the tower to the podium of the Stadium that is accessible from the stairs either side of the hotel plot thus creating a flowing sequence of public realm at ground level. The slender shape of the hotel as seen in north-south views in the consented application, is now enhanced through the sophisticated geometry	

	of the angled 'blades' in combination with the increased height. The proposed taller tower will also benefit from a reduction in the originally approved breadth to east and west elevations, thus rebalancing the proportions and adding consistent elegance to the overall appearance of the hotel tower as experienced in views along the High Road frontage and in east- west views towards the development site. The proposed increase in the building's height is a well thought out and fundamental design choice to improve the built proportions of the approved hotel tower, to reinforce its architectural and urban relationship with the Stadium and Tottenham Experience, to enhance daylight penetration to the ground and podium levels, and ultimately, to achieve the ambitious aerial silhouette of a contemporary landmark to the Northumberland Park development within the townscape views. The amendments to the tower have been comprehensively developed and detailed to hone the design quality, energy efficiency, fire safety and sustainability of the hotel tower while re-testing its impact on the surrounding heritage assets in comparison to the effects produced by the consented tower. Accordingly, this application illustrates the quality of both internal and external enhancements to the tower, surrounding public realm and landscape design and descending benefits. The crowning section of the tower has been thoroughly and coherently refined together with the distinctive façade design, so that the variously angled ' blades' forming the wider elevations have been extended up to and slightly beyond the top of the building and have been masterfully mirrored, angled, concluded with a 'lantern' at the apex, to achieve a spire like, progressively more lightweight termination to the tower when viewed from the south along the High Road. The whole building appears as a slender and angled architectural 'origami' reaching towards the sky and leading the eye upwards, from the base of the building to the top. The façade design has been developed concurrently with design refinements to the internal layout and aspect of the units as well as to the façade detail and lighting. The proposed lighting strategy and specifically the halo illumination to the upper parts of the blades contributes to convey the desired sense of material lightness and visual permeability of the crown of the building, as also conveyed by the projecting fins.	

	The residential balconies, legible as setback in fills to the folding blades of the tower's shoulder, will feature a bronze finish balustrade to match. An upstand will be located inside the balustrade to conceal the freestanding planters so to allow full legibility of the carefully detailed geometry and materiality of the building that will feature on the planar facades a combination of polished, matte and brushed solid aluminium panels, solid openable panels within all habitable rooms, glazing only where vision panels are required and rationalisation of all wall types by reducing the amount of glazing. The top floor of the south elevation of the tower will benefit from a double height tall screen made of fins in bronze finish to balcony space of the penthouse, so to match those balcony balustrades to floors below while creating a lighter appearance to the massing of the tower. The 'crown' to the top of the building will conceal maintenance and plant equipment, photovoltaic panels, and lift core and overruns . The tower also incorporates a residential amenity terrace directly connected with the vertical core so that residents can directly access without the need to pass through other internal spaces. The number of hotel rooms spanning Levels 02-11 has been reduced per floor with no change to the approved total number, and the hotel amenity spaces have also been improved through reorientation of the pool located on the top of the tower shoulder to maximise views towards Central London. The Amenity floors of the hotel have been accentuated and expressed through double height façade panels to reflect the arrangement of these floors, and the related, double height internal lighting with further contribute at night to mark the mid floors of the hotel. The lower section of the hotel tower will rest on a sculptural plinth made of light grey pre-cast concrete panels and glazing where way finding totems and signage have been integrated into the design of the tower, in line with the Stadium wayfinding strategy, so to minimise any visual clutter within the public realm. Together with the careful articulation of entrances and the landscaping of both ground floor and podium level, the plinth aims to unify the ground level of the hotel tower and the podium level of the Stadium, thus reinforcing the spatial relationship and continuity among the	

	public realm and landscape of the hotel to ground floor, its entrance porch and the podium level leading to the Stadium. The design of the entrance to the hotel, with its bright colonnade defined by large, glazed spans to the ground floor facade behind the sculptural light grey concrete columns and canopy, creates an elegant and inviting plaza that seamlessly connects to both the public realm and to the tower through a hierarchy of curtain wall entrances for hotel and residential access and recessed back of house entrances. These amendments to the design of the base of the tower will ensure that the entrances to hotel and residential units are immediately legible behind the spacious colonnade at street level, work as a lantern underneath the canopy and improve the physical and visual connections between public realm hotel tower and related landscape. The improvements to the landscape design and public realm surrounding the tower have enhanced the integration of the tower site with has also been improved following comments from LBH officers and the QRP. In summary, the landscape and public realm has been updated to better integrate with the wider public realm within the Stadium site. Additional planting is proposed on the east and west elevations and the introduction of two 'green walls' is proposed. The ground floor layout has been successfully developed so that the outdoor amenity space for residents is always fully accessible. These design improvements emphasize the multiple purposes of the tower, as well as its multifaceted character and appearance that is robustly grounded into and connected to the street level; the tower is also connected to the Stadium at podium level, and more lightly projects towards the sky in its landmark capacity which is fully expressed through its vertical architectural hierarchy as described above. As convincingly explained in the D&A Addendum , ''the similar materiality to the Stadium further connects the base of the building within the Stadium family of buildings, unifying the architectural language of its surrounding context.'' Also, the large use of light-coloured concrete to ground floor of the tower opens various opportunities to integrate meaningful artwork from local creative arts communities that will be involved in this project as part of community involvement and to support	

	the local creative economy. The podium terrace will be enhanced by vertical planting to pre-cast panels, generous planters and glazed balustrades and soft landscaping to create comfortable spaces and to soften the hard materiality of the hotel plinth. This landscape design will improve the activation of the podium level and will increase the visual permeability towards the terrace where local artwork will be showcased to reflect the culture of the local community and is bespoke to the evolving character of Tottenham. Permanent or temporary artwork will be potentially showcased on the internal hotel lobby wall; on south and walls; on screen and planter, or outside the main entrance thus contributing to shape the urban identity of the hotel tower. The landscape design and public realm surrounding the tower aim to provide an attractive and comfortable space constituted by high quality paving finishes that will incorporate the wider paving design for the public realm and will respond to the design of the hotel entrance. Tress and planters that complement the new proportions and spatial arrangements of the ground floor level of the hotel façade. Similarly, the soft landscaped design will continue the podium terrace where the proposal is to create an attractive and comfortable environment both through high quality paving finishes and by means of trees, planting, planters, and vertical greenery with glazed balustrades to define the dining terraces. The proposed amendments to the consented tower, both when read in isolation and in their totality, appear comprehensive, well justified, well thought through and promise to deliver a very high quality building and landscape design that will keep up with the intended uniqueness and high design quality of the Stadium: these are, together with the descending public benefits of the enhanced tower design, the fundamental requirements for such an innovative, yet very imposing type of development to be allowed to exist in the setting of a number of heritage assets . The proposed architectural expression and massing of the tower appear convincing within their contemporary setting, both existing and emerging; the proposed tower design holistically and successfully addresses building design and efficiency,	

	entrance legibility, user and residential experience and amenity, sustainability and energy performance in accordance with national, strategic, and local policies. On the basis of its enhanced design quality, this revised 29 storeys scheme has been assessed for visual impact through 15 verified views taken from the surrounding area, including the North Tottenham Conservation Area, Tottenham Cemetery and Bruce Castle Park and including heritage assets in the view, heritage assets as visual receptors and emerging schemes; the impact of the revised tower is illustrated in the submitted Environmental Statement Addendum Supplementary Note and it is accepted from the conservation perspective that the amended tower design, despite its increase in height, does not cause any further harm to the significance of the surrounding heritage assets as previously assessed in relation to the consented design proposal for the hotel tower. The key changes to the appearance of the hotel tower in views of the proposed development to and from the surrounding heritage assets are its taller and slender silhouette, and in terms of materiality the multifaceted, planar, anodised-effect elevational treatment, and the complementary light bronze, projecting mullions and fins to lower shoulder; the south-facing tallest point of the angled crowning blades, the top of tower 'lantern' and matching balustrades to balconies of south elevation. It is agreed, as stated in the application, that in almost all of the views tested , the hotel tower would be seen alongside the Stadium as a well-integrated urban composition of distinctive contemporary architectures and that the hotel successfully fulfils the intended complementary and signposting function in relation to the Stadium, where its vertical line and the horizontal emphasis of the Stadium have been designed to complement each other, as shown in north and south views of The High Road, and views of the site across Brereton Road, but it also optimally performs as an urban landmark for the wider Northumberland Park Development, as shown in views towards the development site from Bruce Grove, Tottenham Cemetery and Bruce Castle Conservation Areas. The accurate views effectively show that where the Hotel is seen from or alongside those designated or non designated heritage buildings forming part of conservation	

	area townscapes or part of non-designated streetscapes, it still reads as a totally distinct, discrete and slender piece of architecture, located in the far background of those most important heritage assets, as it happens in views of Northumberland terrace along the High Road, where the top of the tower appears behind the Stadium, therefore not affecting the legibility and visual primacy of listed buildings and of the historic street frontage of the North Tottenham Conservation Area. For these reasons, the increase in height doesn't seem to lead to any worse impact than that already assessed for the lower 22 storey towers. However, it is not possible to concur with the ES Addendum appendix 8.2, paragraph 9.6.42 stating that ''the proposed hotel tower at the southern boundary of the site would be a significant new element in the townscape that will enhance the North Tottenham Conservation Area and wider area, providing a landmark both for the southern entrance to the Stadium and to this part of the historic High Road heading north from London. In views north and south along the High Road (and its continuation, Fore Street further north) its narrow southern and northern ends would form an elegant marker, forming a pleasing contrast between its vertical line and the horizontal emphasis of the proposed Stadium.'' With the 2016 consent it was clearly established that large scale, high-rise, unprecedented and contemporary design, superseding part of the North Tottenham Conservation Area and related heritage buildings, is necessary and acceptable as a catalyst for simultaneous urban, and socio- economic regeneration; it was established that the impact of the new development on the North Tottenham Conservation Area and other heritage assets results in less than substantial harm that is mitigated by the high calibre design quality of the new development that enhances the nearby townscape character areas and related townscape views. It is useful to note how the focus of the assessment was placed on the impact of the new development on urban character instead of prioritising the impact on heritage character. The design quality of the consented scheme and descending benefits were the primary focus of that consent. The Northumberland Park project was likely never conceived as a heritage-led regeneration scheme, and its large scale and prominent visibility were deliberately meant to impose and celebrate a radical urban	

	change in north Tottenham through new development which was meant to be totally different from and unrelated to the scale, form, building line and skyline of the historic High Road and related Conservation Area. Indeed, the master plan and urban composition of the Northumberland Park development, including the Stadium and the hotel tower were designed and consented to totally supersede the urban scale, architecture, and historic character of the middle section of the originally continuous and linear east side of the North Tottenham Conservation Area. At the same time, and concurrently with the High Road West masterplan set to override also the west side of the middle section of the Conservation Area, the Northumberland Park redevelopment, as much as extensively justified, has contributed to the irreversible loss of heritage assets and historic character of part of the High Road, and the concerns expressed by Historic England about the risk of exacerbating the impact on the character and significance of heritage assets with an even taller tower, are rooted in fundamental, original concerns that pre-date this design revision for the tower and relate instead to the overall scale of the Northumberland Park development and its overriding effect on heritage buildings and their Conservation Area. Within this frame, it is acknowledged that by virtue of the proposed design amendments the hotel tower can be beautifully designed and detailed, can better contribute to the urban quality of the emerging new developments in Tottenham and can certainly work well as a landmark for the Stadium and associated development where it belongs to. But the tower and all its development are not representative of and will not provide any information about the location, scale, historic, urban, and architectural qualities of the conservation area and its heritage buildings; the tower will instead signpost exactly that part of the High Road where the middle section of the original North Tottenham Conservation Area has been erased. The council vison for the area, related planning decisions and attached conservation position are understood and acknowledged and constitute the planning frame to assess the proposed improvements to the design quality of the tower building and related landscape design.	

	However, the greatest and irreversible impact of the Northumberland Park redevelopment on the setting and significance of heritage assets has already occurred, and from the heritage conservation stance, this design proposal can only help to further mitigate the impact of the new development on its heritage setting through exceptionally good design . Accordingly, and as proposed in this thorough and well-informed S73 application, the most heritage sensitive approach to new development, in such circumstances, is effectively to maximise its design quality and strengthen its contemporary urban character so to ensure that a truly excellent new hotel tower that sets a high bar for forth coming new developments and reaps the highest possible regeneration benefits. Importantly, some of the most recent applications for new development on nearby sites located in the setting of the Stadium have successfully demonstrated how a well-informed, heritage-sensitive approach to new development in heritage setting can deliver high quality contemporary design with minimum or even no harm to heritage assets; in this case the heritage-sensitive approach has been successfully embraced thorough the pursuit of imaginative and exceptional contemporary design for the hotel tower. It is felt that the proposed amendments to the tower successfully achieve a much higher design quality as originally consented and will deliver the greatest benefits within the emerging context of the wider redevelopment of this part of North Tottenham. The enhanced design of the tower fully supports the vision of the original permission to provide investment and support for the wider growth of this part of North London. The design process has been flanked by continued engagement with local stakeholders to understand how the community can be actively engaged in the enhancement of this building through artistic expression in the public environment. The responses and the insights of the consultation process have steered the design development stages and have resulted in a better performing building, that connects with its contemporary context without unjustifiably and excessively harming the significance of surrounding heritage assets.	

	Concurring with the specialist heritage and visual impact assessments supporting the submitted application, it is felt that scale, mass and height the proposed increase in height and more slender form of the hotel tower would not introduce any outstanding or more impactful visual presence in views of the wider development site to, from or across heritage assets; in many of the views, the hotel tower and the other consented residential towers would be seen as buildings of a similar height forming part of the Northumberland Park Development as shown in views of the development site from Tottenham Cemetery, Bruce Castle Park, and from Bruce Grove looking towards Edmanson Close, and views from Bromley Road towards the development site. As demonstrated in the comparative views included in the Environmental Statement addendum, the amended hotel tower, when compared with the consented tower in heritage views, would have similar effects on the significance and appreciation of the heritage assets and it is accepted that large scale new development can form part of in the visual setting of heritage assets without compromising their significance . The proposed changes to the proportions, façade design and materials of the hotel tower would not result in additional effects on the views and significance of the heritage assets assessed in the consented scheme and it is possible to conclude, as per revised Environmental Statement supporting this application, that the impact of proposed development on the setting of heritage assets will lead to less than substantial harm and the erection of the amended tower within the setting of those heritage assets is still acceptable according to the principles established by the consented 2016 scheme.	
LBH Design Officer	**<u>Site & Application Context</u>** The application site forms part of the ongoing phased redevelopment of the Tottenham Hotspur Stadium and associated surrounding land. This was granted as a hybrid (part full permission and part outline permission) by Haringey in 2016 (HGY/2015/3000). The phased redevelopment includes the Tottenham Hotspur Stadium, Tottenham Experience, hotel and sports centre ('The Extreme Sports Building') and four residential towers, connected by a shared podium.	Noted and conditions reiterated from previous approval

	The specific site for this specific proposal is located south-west of the new stadium on the junction of Park Lane and High Road and is referred to as Plot 3 in the hybrid permission. The site is adjacent to Tottenham High Road / North Tottenham Conservation Area, so would affect this setting. The Grade II Listed Warmington House (no.744 High Road) is located north-west of the site, incorporated into the Tottenham Experience building, which formed part of the 2016 permission and has been substantially developed. There are other locally listed buildings in the vicinity, including the Corner Pin pub opposite the site. The recently approved High Road West redevelopment, is located to the west of the site and has permission for substantial masterplan redevelopment, under reference HGY/2021/3175. The site of this proposal, Plot 3, was approved as a 22 storey tower to accommodate new 180 bedroom hotel with an additional 49 serviced apartments. A non-material amendment application was approved in HGY/2017/1183 for the removal of the condition restricting the serviced apartments to 90 days and allowing those 49 apartments to have a more conventional residential (C3) use. Although the site has been referred to as the 'hotel' it is more accurately a mixed use hotel and residential tower, as per the approved amendment. Early pre-application discussions on this proposal included changes to the Extreme Sports Centre on Plot 4, but this has not been progressed and, for the purposes of this application, is assumed to remain as per the original approval. The hybrid permission for HGY/2015/3000 in full was for the following: The detailed element of the hybrid consent granted permission in full for the demolition of the existing stadium and club shop, three locally listed buildings (746, 748 and 750 High Road), and a terrace of seven houses (20 to 32 (evens) Worcester Avenue and the construction of the following: • Plot 1 - A new 61,000 seat stadium and surrounding public realm works. • Plot 2 - 'The Tottenham Experience', a multi-use building incorporating the Grade II Listed Warmington House and comprising the club megastore,	

	stadium ticket office, museum, club cinema, café, stadium tour and 'Skywalk' reception area. • **Plot 3 - A 22-storey hotel comprising 180 bedrooms and 49 serviced apartments.** Outline planning permission was granted for the following: • Plot 4 - The Extreme Sports building (Class D2) providing up to 2500 m2 of floor space in a structure up to a maximum height of 51.2 metres. Detailed approval was granted for matters relating to "access" and "layout", with matters relating to "appearance" and "scale" reserved. (Application relating to "scale" submitted concurrently with this application Ref HGY/2021/1039. • Plot 5 – Residential development and flexible community/office space (Class D1/B1) comprising 4 residential towers (2 blocks up to 16 storeys (69m) in height above podium level; 1 block up to 24 storeys (96m) in height above podium level; and 1 block up to 32 storeys (123m) in height above podium level) providing a maximum residential floor space of 49,000 m2 or a maximum of 585 units, and the construction of 4,000 m2 flexible community (Class D1)/office (Class B1) floorspace in the lower floors of the podium below the residential blocks in the SE corner of the site. Detailed approval was granted for matters relating to "access", "layout" and "scale", with matters relating to "appearance" and "landscape" reserved. • Plot 6 - The Community Health Building (Class D1). Detailed approval was granted for matters relating to "access", "layout" and "scale" with only matters relating to "appearance" reserved. **<u>Proposals</u>** This proposal seeks an increase in height of the hotel building (plot 3) from 23 to 29 storeys, an increase of 27m to 127.2 AOD. The new tower will provide 27,378 sqm floorspace for hotel and residential use, an increase from the approved 19,835 sqm. The number of hotel rooms and of residential flats remains the same, but the	

	size of communal shared facilities for both the hotel and residential, and of the residential units, are increased. This will provide better facilities for hotel guests, residents and the (paying) general public, as the hotel and "club" facilities will be open to non-residents (the "club" being a series of health and leisure facilities on the middle floors). The proposed appearance is as a sleek, abstracted series of blades or planes, predominantly of glass and silver metallic cladding, although rising out of lower planes of solid brown, copper-coloured cladding interspersed with glass. This represents an elaboration on the more glass dominated design of the approved hotel, whilst retaining its abstract palette and principles of composition. **Height, Bulk & Massing** This is a substantial increase in height, but the applicants have convincingly shown that the increase will not cause it to stand out significantly from or rise above the emerging cluster of tall buildings in the vicinity; it will remain lower than the tallest residential tower in the residential quarter of the wider stadium development, Plot 5, and will only be very slightly taller than the tallest buildings in the recently permitted High Road West development. Both of these have not yet commenced on site, but both have recently at least begun to discuss reserved matters and seek to discharge pre-commencement conditions with the planning authority. Furthermore, the other approved tall buildings in both developments are already certain to form a tall building cluster, and this hotel of increased height will just form one more tall building in the cluster. The applicants' team have updated the views assessed for townscape and visual impact as part of the original application with this taller proposal, and found that In some views the proposal is more visible. From the north, there are some views into which it appears when it did not before, over the roof of the stadium, but would not be prominent, and in many cases where it does become visible, it would accompany the already visible tallest residential tower. In several views from the south, including sensitive views from the Tottenham High Road Historic Corridor, this proposed hotel would become more visible than the approved version, but as it would already be	

	visible, and as in many cases the stadium is also visible, so it is not a “pristine” heritage view, whilst the taller, slenderer tower now proposed would be more effective in acting as a waymarker for the stadium, a beneficial effect of a tall building. In views from the east and west, this new design will appear significantly slenderer than the approved design, representing a major improvement in its appearance. As a tall, thinner tower with a distinctive angled blade profile to its top and expressive counter-angled transition at mid-point, it will look much more elegant form these directions that the approved design, almost as wide as it was tall, would have been. Notwithstanding that though, in more distant views from the west, this proposal will eventually be largely hidden by the High Road West development, whilst from the east the residential towers of the stadium masterplan will hide it. **Design Composition, Fenestration& Balconies** This new proposal significantly improves the three-dimensional design composition over the approved, with a strongly, contrastingly expressed base, middle and top, and with the middle split at around its mid-point into contrasting elements. The upper part, cladding the residential part of the proposed building, is that which builds most closely on the approved design, made up of sleek glass blades; at their top these “peel” back to reveal roof terraces to some of the top, “penthouse” flats and an inner more dramatically sloped topping element. At this middle to top transition, as at other transition points, the transition is also sloped, generally in the opposite direction, adding to the drama of the composition as a whole and to the expression here of the top of the tower. The middle transition is also sloped and marks the change to the darker, browner, copper clad element covering the hotel floors, stepping out to form terraces for the club and residential shared amenities. The transition from lower-middle to upper-middle aligns with the stadium roofline and will align with other emerging mid-rise schemes including the closer, lower blocks of High Road West, implying the glass upper element of this tower rising out of a heavier, darker datum. This lower-middle itself sits atop a one-to-two storey base, related more to the ground, in light grey	

	concrete similar to that on the base of the stadium, relating to and following the slope of the steps to the podium, and linked to the walls of the podium immediately east of the hotel. Despite the base being in a heavy material, concrete, it is as light as possible, sitting in from the bronze cladding above, and as open as possible to glazing and the open arcade along the street frontage to the hotel and club entrance, residential entrance, podium stairs and carpark entrance. Fenestration supports the abstract composition of sleek blades, being as flush as possible with the solid cladding, separated by slight, thin vertical fins to structure the façade, form joints and sun screening whilst maintaining the primacy of the overall composition, into which fenestration disappears, and as a series of continuous vertical stripes of glazing within the copper cladding to the hotel floors. These pretty much hide any expression of individual floors, reducing the apparent height of the appearance of the proposed building, and emphasising its overall sculptural form over individual floors or windows. The only substantial disruption comes at the intersection of the blades or planes, a slight recess at the slight angle change mid-way across the eastern and western sides and a deep, richly modelled recess at the sharp angle change at the narrow prow at the northern and southern ends. In the upper residential floors these latter each house deep, generous balconies and their balustrades provide a contrasting horizontality, incorporating planters for residents gardening skills in in a darker bronze colour like that of the lower cladding. The material palette promises to be robust, attractive and complimentary to the rest of the stadium development, with several being already used or very similar to those already used on the stadium itself or on associated buildings, adding to this proposal's complimentary design to this landmark development, subject to physical samples being approved by condition. **Landscaping & Public Realm** These proposals include amendments to the public realm around the proposed hotel, both at street level to Park Lane at its junction with the High Road, and to the podium around the stadium. The original proposals, the hybrid planning permission for the stadium and surrounding sites, included detailed landscaping for the podium and the	

	street level public realm up to the surrounding roads. This has been partially implemented, with hard landscaping including trees, robust bollards seating and patterned paving of tremendously high quality to the High Road frontage to the stadium and Plot 2 (the Tottenham Experience and shop), as well as to the steps up to the podium between the stadium and Plot 2, and between Plot 2 and this application site. The pavement up to Park Lane, and the surface of the podium itself, is currently a temporary, interim solution, and the podium is only opened up to public access on match and event days. The applicants have explained they cannot complete the podium landscaping and open it up to permanent public access until all the surrounding buildings, providing daily, especially non-match/event-day activation and passive surveillance, have been completed. However, they have agreed that on completion of this hotel, not only will the final public realm landscaping be completed, but the area of the podium between the hotel, Tottenham Experience and stadium will be opened to more routine public access. They have also updated the landscaping to both the street and podium to accommodate changes in this application. To the street frontage, the key move has been the creation of a covered pedestrian arcade, uniting the hotel residential and podium access. The openness, lightness and airiness of this arcade has been maximised in design evolution of the building base, so that entrances onto it will be highly visible from the street. The concrete clad surfaces within and around it are amongst several spaces identified for art. At its western end, the key corner, the hotel and club entrance still projects forward but now only slightly and enables smoother pedestrian flow. At its eastern end, a security office gives access to hotel staff and deliveries, secure visitor cycle parking and access to the stadium carpark and provides passive surveillance. In front of the hotel, the vehicular drop-off has been expanded to meet hotel needs, including for sensitive guests such as visiting team or band coaches, whilst not losing its feel as part of the public realm and streetscape. A low planting bed including further public art opportunity, will provide greenery and benches, as well as protecting the pedestrian pavement alongside Park Lane form the vehicular drop-	

	off. Robust, high-quality paving and bollards consistent with that used along the High Road, incorporating the same striped patterning to give the stadium neighbourhood an appropriate distinct character, will connect the start of Park Lane with the stadium frontage, and should be continued when the final phases come forward. Similarly, the podium landscape is to be completed around the hotel, in line with the previous agreed design, modified to accommodate these changes. In particular two areas of outdoor seating, facing the stadium for the hotel café, and overlooking the edge of the podium onto Park Lane at the hotel etc. entrances are expanded and detailed, with significant additional planting to the robustly designed but harmonious fencing and to the podium entrance. Fencing to the café seating is identified as a further opportunity for public art, with two other locations identified being the hotel west façade beside the stairs and in the hotel lobby; the applicants have also committed to a procurement process for public art working with the Tottenham creative community, in response to Quality Review (QRP) requests. **Residential Accommodation** These are universally high-quality flats, well over minimum space standards. The mix includes a good number of larger family sized units, all are at least dual aspect, and all contain a large private external balcony or roof terrace. As well as each apartment's private space, residents share communal indoor and outdoor amenity spaces, including an outdoor childrens' play space, separately accessible from the lift core, on the 13th floor terrace where the building steps in from the coper covered hotel element to the glass residential element. The route of access to the residential component of this development, form the street to the flat door, is one of the most significant improvements of this application. The apartments have their own private communal front door directly off the street, next to but clearly separate from the hotel, in the covered arcade area that has been improved during the course of the application to make sure it is safe, light, welcoming, visible from the street and in no way an unpleasant undercroft. Natural light is also available to the communal circulation on each floor. Fire escape is thoroughly	

	resolved, with separate dual stairs leading to separate exists for both the hotel and residential, meaning that there are four stairs rising through the hotel floors. As a tall building with all the permanent residential accommodation above the thirteenth floor, and with no plans or even likelihood of other residential tall buildings being built very close to this site (most significantly with the Stadium to its immediate north, Extreme Sports site to its immediate east and Tottenham Experience to its west), there is no concern for daylight or privacy to these flats or any impact on daylight or privacy from these flats on any existing or approved residential neighbours. The applicants' day and sunlight assessment and environmental statement find that the proposed accommodation would receive excellent day and sunlight levels, above the BRE Guide recommendations. Their assessment also finds there would be negligible effects on daylight to neighbours, compared to the consented scheme. Just one window & no rooms receive a severe detrimental loss of daylight, with the few windows and even fewer rooms to be assessed as experiencing any notable loss only experiencing a minor loss of daylight. Sunlight impact on neighbours is only relevant for amenity space, as there is no housing to the north, that could be detrimentally affected, &and their assessment finds that there would only be a tiny additional overshadowing of any amenity space, that being to a small corner of the open space around a neighbouring school, which has plenty of other open space / playspace that would be unaffected by this amendment. There are no adopted or recommended standards for hotel, but the standard of accommodation, including daylight, ventilation and noise insulation is expected to be high, and disturbance to neighbours low to non-existent. The hotel and associated but independently accessible club will generate activity, visitors, traffic, employment, spin-off ventures and in general increase the attractiveness of North Tottenham as a visitor destination. But the neighbourhood is designated to become a town centre, has received improvements to its excellent public transport, walking and cycle route connections, and is expected, with this wider development and with the adjacent	

	High Road West development, to receive further public realm, social infrastructure, public amenity, and park improvements. **<u>Conclusion</u>** These amendments have been convincingly demonstrated by the applicants' to have grown out of their assessment, in consultation with their expert specialist consultants, including hotel specialists, of how to make the hotel and associated high-end residential "offer" in this plot of the wider Spurs Stadium development make a significant contribution to the success of the stadium and wider area, with a greater economic vibrancy on non-match and event days, whilst being ever more complimentary to the growing importance of the stadium as a sports and events venue. As such it supports the council's aspirations for greater economic vibrancy and opportunity in what has long been the most deprived corner of the borough. To these ends, the applicants have therefore sought to significantly improve the quality of its design, alongside enlargement and improvement of the accommodation proposed, albeit that in pure numbers of hotel rooms and homes it remains the same. The strength and qualities of this design are that it achieves these without alienating the proposal from its surroundings, as great care has been made, in consultation with Haringey officers to ensure that its appearance, accessibility, public realm and public art contributions will embed it into the existing vibrant neighbourhood and creative community of Tottenham. Although a tall building, its elegant design, striking proportions, and robust materials will ensure it will be of appropriate appearance to a landmark location, acting as a beacon to this major destination, whilst creating high quality, usable public realm, accessible to all, avoiding detrimental impacts on neighbours.	
LBH Lighting	Everything is ok with the proposed lighting; I assume this will be maintained by the football club. All lighting on the public highway on the stadium side of High road & Park Lane is currently maintained by Spurs.	Noted and conditions reiterated from previous approval

LBH Local Lead Flood Authority/Drainage	Having reviewed the applicant's submitted Flood Risk Assessment Report reference number THFC-BHE-XX-XX-RP-CW-0001, 0053214 dated 27 July 2023 Revision P02 and the Drainage Strategy Document reference number 0053214-BHE-XX-XX-RP-C-03000, 0053214 dated 26 July 2023 Revision P02 as prepared by Buro Happold Consultant, we are content that and have no comments to make on the above documents. If the application site is constructed as per the submitted Flood Risk Assessment and the Drainage Strategy documents, we are satisfied that the impact of surface water drainage have been addressed adequately.	Noted and conditions reiterated from previous approval.
LBH Pollution	Having considered all the applicant requested conditions to be amended, please be advised that we have no objection to the proposed application with regards to land contamination and air quality. However, the applicant is reminded of the need to comply with the previous conditions on both grounds i.e. land contamination and air quality, as outlined in the approved planning permission HGY/2015/3000 where applicable for Plot 3 of the previously approved development.	Noted and conditions reiterated from previous approval.
LBH Transportation	This section 73 application relates to Plot 3 of the original consent, the Hotel component of the overall stadium redevelopment. It is for amendments to the previously consented arrangements covered by applications 2017/1183 and 2015/3000. Subsequent applications to the original consent added a residential component to the plot. Originally proposed and consented as a hotel, subsequent applications reconfigured the arrangement to be mixed use hotel and residential. The applicant's intentions are to enhance the consented proposals to change the building form and layout by increasing the building height and floor space, to reflect changes sought since granting of the original consent. These include the following: • Changes to the building form and layout. • Increase to the height of the building from 23 to 29 storeys; and • A total increase in the site wide hotel floorspace to 27,378 sqm.	Noted and conditions and obligations applied.

	The applicant's intentions behind these proposed changes include: ▪ The need to provide a second stair for fire safety ▪ Variation in hotel room types in terms of layout and sizing ▪ Demand for flexible dining arrangements and communal social and workspaces ▪ Balancing business and leisure need with a focus on ancillary space to support health, wellbeing and guest experience. From the transportation perspective, there is no increase in either the number of hotel rooms or the number of residential units. The consented development included 180 hotel bedrooms and 49 serviced apartments. *Transportation considerations* A Transportation addendum accompanies this Section 73 application. This provides an update to cover the changes since the earlier consents, and also references the transportation policy changes that have occurred since the original submission, including the Mayor's Transport Strategy, the updated London Plan, the NPPF update and Haringey's Walking and Cycling Action Plan and Transport Strategy. The relevant transportation topics for discussion are as follows: *Quantum of development* Whilst the numbers of hotel room and residential units are intended to remain as originally consented, it is understood from the application that the configuration of unit sizes in the residential component is changing, with a greater proportion of larger residential units. This does not appear to be included or referenced in the Transport Addendum. *Trip generation*	

	The addendum considers that the trip generation from the hotel and residential apartments will remain as originally considered. Essentially this is agreed however the larger residential units will likely result in a larger trip generation compared to the consented arrangements. This is not however considered to be problematical in trip generation terms but will need to be managed. Increases in delivery and servicing trips since the 2015 application are referenced due to the changing nature of how developments are serviced in recent years, and the greater proliferation of home working. This development is expected to generate up to three or four delivery and servicing trips in the peak hour for both land uses according to the Transport Addendum. *Pedestrian/cycle access* Three street-level pedestrian entrances are proposed from Park Lane, this will be an improvement in principle from the previously consented arrangements which are for a single building entrance. The proposed street-level access points include separate entrances to the hotel lobby, to the serviced apartment residential lobby, and a back-of-house entrance. *Cycle parking* Cycle parking provision has been increased, to suit the numerical requirements of the updated 2021 London Plan. The proposed scheme will provide 106 long-stay and eight short-stay cycle parking spaces for all land uses located on the ground floor. A total of 5% of the long stay cycle parking for 6 be suitable for accommodating cargo bikes and adapted cycles, which is in line with the London Plan/LCDS requirements. Access to the cycle parking area is taken via the back of house access. Short-stay cycle parking for visitor and long-stay cycle parking for hotel employees and guests will be located on the ground floor and will be accessed from this point. A concierge service will be provided for hotel guests. Residential cycle parking is provided at the	

	basement level, and a cycle lift is proposed to be located adjacent to the visitor's cycle parking area on the ground floor. Full dimensional and layout details of the proposed access and cycle parking arrangements should be provided to confirm acceptability and demonstrate accordance with the LCDS, this can be covered by a pre commencement condition. *Car parking* It is detailed that access arrangements to the car parking area in the basement of the hotel will remain unchanged via the constructed ramped access provided immediately to the east of the hotel. The consented scheme included 76 car parking spaces for the hotel at basement level, which have now been constructed. The increased cycle parking provision and other changes with the proposed development will reduce the number of car parking spaces provided in the basement. Seven wheelchair accessible spaces and 57 standard spaces will be retained as previously consented, a total of 64 spaces. This is still considered an over generous provision however the car parking spaces have already been constructed and will have to be managed by a site wide parking management plan to promote travel by sustainable modes of transport as part of the travel plan for the site. Electric vehicle charging will be provided to 20% of the spaces as active charging facilities and the remaining 80% will have passive provision meaning that all spaces can be upgraded to provide electric vehicle charging if there is demand. This is an improved situation compared to the previously consented arrangements and it will accord with the current London Plan. *Delivery and servicing arrangement* The addendum details that delivery and loading service patterns have changed, particularly with respect to residential development since the preparation of the documents for the original application, as a result of greater homeworking and changing work/life patterns. There is no cross reference to the original or subsequent	

	application arrangements to detail this difference in the absolute numbers of movements and differing requirements for this plot. In terms of servicing movements, the addendum details 34 daily trips in total, 16 for the hotel and 18 for the residential, predominantly taking place during the morning 6-hour period from 0600 – 1200, however it is expected the spread will be wider during the working day. A requirement for three bays to meet demands is detailed. The strategy proposes an off-highway arrangement for receiving delivery and servicing vehicles. two loading bays are proposed for the podium area for hotel refuse and servicing vehicles including 7.5t vans and collection vehicles, and a single loading bay within the 'plaza' area at the front of the development for which a swept path has been provided for a 4.6t van. There is also reference on page 21 to the peak requirements for servicing to be for three loading bays, and three off highway loading bays are proposed. There is also reference to retaining the earlier proposed on street loading bay within Park Lane, deleting the inset bay, and retaining the two bays off Worcester Avenue. The addendum doesn't clearly explain what the proposed bay arrangements will be and why that arrangement is suitable/required for the numbers of movements and sizes of vehicles visiting. It is confusing that the two future inset bays in Worcester Avenue are referenced as well, as they are it is assumed, intended for the plots to the east side of the overall site. Included in the addendum are comments on reducing use of the basement car park for delivery and service vehicles, without explaining why the situation is different to originally envisaged. Off Highway servicing is preferred and sought by the Council because of the need to enhance the public highway along Park Lane, given its connections to the east. Overall, the applicant needs to clarify what the proposed regime of delivery and servicing bays and arrangements are to clearly detail the requirements and proposed	

	provision, to avoid on street loading, this must be conditioned in the delivery and servicing plan. As above a delivery and servicing plan collating all the changed delivery, servicing and refuse/recycling collection and storage information will be required to demonstrate how these are to be undertaken and how the visiting service vehicles will access, egress and be accommodated without impeding the operation of the public highway and to prevent vehicles waiting off site. *Podium servicing considerations* The proposal is now for the hotel refuse and servicing movements to use two bays on the podium area, accessed via Worcester Avenue. Peak demands are described as requiring two bays with a total of 16 service trips a day. Given the originally envisaged nature of this area, as a 'place' and with an active frontage, this would introduce service movements not originally envisaged and accordingly details of how it is intended to manage visiting delivery and service vehicles will be required. This can be covered within an updated Delivery and Servicing Plan, and the information to be provided should include step by step details of access to and from the Highway, the oversight of vehicles as they move across the Podium (details of marshalling arrangements and numbers of marshalls), swept paths to show progress between landscaping and any other features, and management arrangements to ensure visiting service vehicles adhere to their booked slots and dwell durations to ensure as smooth working as possible to accommodate movements in this area without comprising the pedestrian environment, restricted time slots should also be implemented to ensure no delivery takes place when the podium is been used for events. *Coaches and drop off/pick up to Plaza.*	

	Coaches and taxi drop off will be accommodated in front of the hotel, separate to the loading facilities for the residential land use to ensure demand is managed appropriately. Fire tenders are also able to access the drop off zone. The Transport Addendum includes swept path plots for the proposed arrangements at the Park Lane frontage of the site. They don't seem to show the Plaza loading bay detailed for the 15m coach swept path, it appears that a parked/dwelling service vehicle would not enable a coach to pass. The addendum references 18 service visits a day visiting and dwelling on the plaza, an explanation of the frequency of coach arrivals and departures and likely dwell periods is required, along with the proposed arrangements for managing this space and vehicle movements onto and off of it so that no vehicles wait on the highway. This can also be included within a comprehensive Delivery and Servicing Plan. *Highway/public realm environment within Park Lane and S278 works.* Clarity is needed with respect to the eventual highway arrangements associated with this plot in the overall development. As commented earlier the delivery and servicing part of the addendum is requiring clarification as part of this. Loss of previously proposed on street loading bays is welcomed as the Council has aspirations to improve Park Lane to provide a more inclusive and active travel friendly corridor along it given its connection from the stadium site to the east and Northumberland Park Station. This includes provision of formal cycling facilities, additional planting, and footway/public realm improvements. The applicant's Active Travel Zone assessment reviewed Park Lane as a key east – west route from the site, and this reported that there are opportunities to Improve the surfacing of footpaths and crossings and also that removal of unnecessary street furniture and excess vegetation growth should take place and maintain vegetation to prevent overgrowth. It is considered that the applicant should financially contribute towards improving Park Lane along these lines particular as it is a key approach route from the east. The applicant needs to provide a detailed design for Park Lane to confirm the proposed arrangements for accommodating deliveries and servicing for this and the	

	remaining plots facing Park Lane and consider those in the context of improving Park Lane as described to improve the road from the 'Healthy Streets' indicators perspective. A S278 drawing is required to clarify arrangements in the public Highway for crossovers/accesses, footway and carriageway, and other enhancements along Park Lane, including lighting CCTV and a potential cycle lane connection to serve the site. *Travel Plan* As would have been required with the original consent, a Travel Plan will be required for this aspect of the overall development, to follow normal requirements as per TfL guidance. A draft travel plan has been submitted with the addendum, this is noted and acceptable in principle, it includes proposed mode shares for baseline and later targets based in amended census mode shares from 2011. *Conclusion* This section 73 application is for Plot 3 of the Tottenham Hotspur stadium development. It has previously been consented with the original and second applications from 2015 and 2017, and this application relates to a number of changes proposed to the form and size of the building, to improve the facility in terms of flexibility and communal space. The overall number of hotel rooms and residential apartments is remaining as consented; however, the sizes of the residential units are increasing overall compared to the consented scheme. Transportation Policy changes since the original consent have been reflected on with subsequent increases in cycle parking and all car parking spaces will either be active or passive charging spaces.	

	Changes are proposed for the delivery and servicing arrangements which will require more clarity to explain the regime of bays and management measures. There is conflicting information, it appears that there is off street provision proposed and that no on street loading facility is required, which would be supported, however, there is also reference to retaining on street loading within Park Lane. Other queries related to deliveries and servicing raised in this response also need to be addressed such as use of the basement, the podium and management of the plaza off Park Lane. As also commented in the response, the Council seeks improvement of the environment within Park Lane, which relates to aspects of the proposed delivery and servicing arrangements needing clarification. The Active Travel Zone assessment in the addendum details areas of improvement appropriate for the Park Lane corridor to improve the environment for active travel users. Both the appropriate delivery and servicing arrangements (for this plot and the whole frontage of Park Lane to the south side of the site) and a financial contribution to achieving this are considered appropriate. The Transportation planning and highways authority would not object to this application subject to the following conditions and S.106/S.278 obligations: **Conditions** 1. *Cycle Parking* The applicant will be required to submit to the Highway Authority plans for short stay and long stay cycle parking which are: accessible; sheltered and secure, the number of cycle parking spaces must comply with the London Plan 2021. The design and layout including security must comply with the London Cycle Design standard. Reason: To ensure that cycle parking is provided in line with the London Plan 2021 Policy T5 and the London Cycle Design Standard (LCDS). 2. *Delivery and Servicing Plan* The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The Delivery and Servicing Plan should include step by	

	step details of access to and from the Highway, the oversight of vehicles as they move across the Podium (details of marshalling arrangements and numbers of marshals), swept paths to show progress between landscaping and any other features, and management arrangements to ensure visiting service vehicles adhere to their booked slots and dwell durations to ensure as smooth working as possible to accommodate movements in this area without compromising the pedestrian environment and movements the DSP should include a ban on vehicular movement on the podium with the exception of emergency vehicles during the critical pedestrian times, these times must be agreed with the Highways Authority before the development is occupied. Reason: To ensure that the development proposal can be serviced adequately. 3. *Car Parking* The applicant will be required to submit a Car Parking Management Plan to the Highway Authority for approval which details the management of onsite car parking and the allocation of the reduced quantum of allocated car parking spaces to residents/ visitors and increase the use of public transport. Reason: To increase the use of public transport to residents/ visitors of the development and to reduce travel by vehicular traffic to and from the site. 4. *Electric Vehicle Charging* To provide Electric vehicle charging facility in line with the London Plan 20% of the spaces as active charging facilities and the remaining 80% with passive charging. Reason: To be in accordance with published London Plan 2021 Policy **S.106 Obligations** 1. *Car-Free Agreement*	

	The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity 2. *Hotel/Residential Travel Plan* Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) The applicants are required to pay a sum of, £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 3. *Car Club Membership*	

	The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £300 (three hundred pounds in credit) per year/per unit for the first 2 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 4. *Highway Improvements* The developer will be required to provide a detailed design for Park Lane which includes the proposed arrangements for accommodating deliveries and servicing for this and the remaining plots facing Park Lane, and consider those in the context of improving Park Lane as described to improve the road from the 'Healthy Streets' indicators perspective, including lighting CCTV and cycle lanes connection to serve the site. The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the cost estimate for the permanent works. Reason: To implement the proposed highways works to facilitate future access to the development site. 5. *Construction Logistics and Management Plan*	

	The applicant / developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover administration and oversee the temporary arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required; and d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The plan must include existing and post construction surveys of Park Lane. Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Tottenham area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.	
LBH Waste Management	As we discussed the hotel waste is classed as commercial and so their waste and recycling can be collected by any registered waste collector not just Haringey's	The applicant responded to answer some questions, all of which

	contractor, and charges will be based on type of waste, quantity and frequency. However, in our SPD we state that '*the maximum design capacity for commercial waste storage should not rely on high frequency collections. To do so would promote higher levels of vehicle movements adding traffic congestion and pollution as well as risk overflows if the collection service is hampered in any way - by driver or fuel shortages, for example*' On this basis we would advise having some fall back/provision to store waste for a period of at least 4 days should there be any issues that affect collections. I noted in the DAS 2-3 days has been suggested whereas 3-4 would be better. With the residential waste, Haringey has a legal obligation to collect this and our updated guidance on waste and recycling storage provision for communal households (not sure if the revised version of the SPD has been published yet) is outlined in the table below. Collections are on a weekly basis which has been used in the calculations for this development. **Refuse allocation** **Capacity** **Approximate bin dimensions** per 6 dwellings 1100 litres 985mm D x 1260mm W x 1370mm H **Dry mixed recycling allocation** per 10 dwellings 1100 litres 985mm D x 1260mm W x 1370mm H **Food waste allocation** per dwelling 20 litres 140 litre wheeled bins Any proposal to incorporate rubbish chutes must include an 'Innovation and residential waste management plan' The waste and recycling management strategy in the DAS covers all the key points we would expect to see but I did notice some discrepancies in Section 8 part 7, para 8.9.2 which are that:	were satisfactorily answered. The only concern was that Veolia wouldn't always e able to specify that collections would be at specific times. However, the applicant has clarified that there will be private collections for residential and commercial.

	• Mixed recycling also includes paper, card, glass and cartons not just metals and plastics. • Bulky waste collections in Haringey are between £20 - £80 for up to 10 items max - Bulky item collections | London Borough of Haringey • Food waste can only be collected from 140 litre bins and not 360 litre bins (this has been updated in the latest SPD guidance) I have also attached Veolia's RCV spec to help with the vehicle sweep path analysis calculations and other access considerations, as I wasn't sure if these had been provided before. If there is more information available about the numbers of residential bins and the split between refuse and recycling it would be good to see those and the pull distances of the containers to the vehicles. I didn't see them in any of the documents I looked at, unless they are included in the Hotel details of the Buro Happold report. As far as the collections are concerned, operationally we would look to reduce the need to reverse RCVs and avoid having allocated time slots due to the factors that can affect RCVs on their rounds. If there is anything else I may have missed or that you specifically want me to comment on, please let me know. **Supplementary discussion following responses from the applicant:** I've looked at the information provided below and liaised with Veolia. What has been proposed seems acceptable except that Veolia have stated that sometimes the waste and recycling for high rise blocks is scheduled for collection on the same day. With this in mind the assumption below may need revisiting with regards to storage space prior to servicing as all bins will potentially need to be available on the collection day:	

	'the different waste streams (general waste, recyclables and organics etc.) will be collected at different times. As such, this presentation area has been sized to accommodate the highest number of bins that will be requiring collection at any one given time – that is, the general waste bins (a total of 8 x 1,100L bins). '	

EXTERNAL		
Active England	In relation to the above planning consultation and given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England (ATE) will not be providing detailed comments on development proposals in Greater London at the current time. However, ATE and TfL have jointly produced a standing advice note, which recommends that TfL is consulted on this application where this has not already occurred via a Stage 1 referral to the Mayor of London. Our standing advice can be found here: https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes	Noted. TfL have commented and requested an Active Travel Zone (ATZ) assessment and Highway Safety Audit
Barnet Council	No objection	
Environment Agency	The Environmental Permitting (England and Wales) Regulations 2016 require a Flood Risk Activity Permit to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the river bank, culvert or flood defence	

	structure (16 metres if it's a tidal main river) and you don't already have planning permission. For further guidance please visit https://www.gov.uk/guidance/flood-riskactivities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity. Advice to LPA and applicant Flood resistance and resilience We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings, and special construction materials are just some of the ways you can help reduce flood damage. To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance. Further guidance on flood resistance and resilience measures can also be found in: Government guidance on flood resilient construction https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings CIRIA Code of Practice for property flood resilience https://www.ciria.org/Research/Projects_underway2/Code_of_Practice_and_guidance_for_property_flood_resilience_.aspx British Standard 85500 – Flood resistant and resilient construction https://shop.bsigroup.com/ProductDetail/pid000000000030299686 Signing up for flood warnings The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning or visit https://www.gov.uk/sign-up-for-flood-warnings. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up. Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities. For practical advice on preparing for a flood, visit https://www.gov.uk/prepare-for-flooding. To get help during a flood, visit https://www.gov.uk/help-during-flood. For advice on what do after a flood, visit	

	https://www.gov.uk/after-flood. Pre Application Advice Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk. Further information on our charged planning advice service is available at; https://www.gov.uk/government/publications/planning-advice-environment-agencystandard-terms-and-conditions. Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.	
Hackney Council	No objection.	Noted.
Historic England	Summary Historic England maintained a strong objection to the consented 2015 scheme for the redevelopment of the stadium site to which amendments are now proposed. Aspects of the scheme, including the radically altered setting of a Grade II listed building and demolition of several locally listed buildings within the conservation area, have now been implemented despite our view that this would cause substantial harm. The proposal seeks to increase the height of the hotel tower by 6 storeys (27m) from 23 to 29 storeys (127.2m AOD). Whilst there is an existing planning consent and we acknowledge the recent appeal decision on a neighbouring site for towers of 32, 29 and 27 storeys, we remain of the view that harm arises from the scale of the new development which fails to respond appropriately to the existing grain and character of the local conservation areas. In determining this application for a minor material amendment to the approved scheme, we remind you of your duties under the 1990 Act to give 'special regard' to the setting of listed buildings and conservation areas and that 'great weight' be given to the	Objection noted and addressed in the comments from LBH Conservation officer comments and in the report.

	conservation of heritage assets in accordance with the NPPF. You must also be satisfied that the public benefits, including heritage benefits, are real and cannot be delivered by any other means. Historic England Advice Our statutory remit is the impact of the proposals on the historic environment. Our advice below is based on an understanding of the historic environment affected by the proposals, and an assessment within the context of national planning policy as to whether the proposals harm, retain or enhance this significance. Planning history of the site In 2010, Historic England accepted the justification put forward for the redevelopment of the existing stadium and the consequent harm to the historic environment of North Tottenham as we acknowledged the benefits arising from retaining the football club in its historic location. We judged that this benefit, alongside others, could outweigh the harm and therefore supported the proposals which delivered this aim. This scheme was consented by LB Haringey. In 2015, we considered further proposals for the redevelopment of the existing stadium and provided detailed comments both at pre-application and application stage following the presentation of the scheme by the applicants to our London Advisory Committee in June of that year. We raised a number of concerns including: • the demolition of three locally listed buildings that made a positive contribution to the special character and appearance of the North Tottenham Conservation Area • development immediately adjacent and to the sides and rear of Grade II listed Warmington House would harm its setting and the contribution this makes to the significance of the building as a formerly detached villa • impacts on the settings of the North Tottenham Conservation Area and the Bruce Castle Conservation Area, where the proposed hotel (23 storeys) and residential buildings (between 16 and 32 storeys) would dominate a skyline in areas characterised by a traditional building scale. We maintained that the alteration to the setting of the Grade II listed building and the demolition of locally listed buildings would result in substantial harm both to the listed building and the conservation areas. We also considered that the scale of the new hotel	

	and residential towers would cause harm as they failed to respond appropriately to the existing grain and character of the local conservation areas. Historic England was unconvinced that the proposed scheme would deliver additional public benefits over and above those of the 2010 consented scheme or that the substantial harm to the historic environment caused by the proposals was clearly justified as required in the NPPF. Historic England has accordingly raised strong objections to the proposals and urged your council to refuse them. However, permission was granted by LB Haringey on 15th April 2016. This consent has been partially implemented and the new stadium constructed. The unlisted buildings have been lost and the setting of the Grade II building significantly altered. In November 2022, planning consent for residential towers of 32, 29 and 27 storeys was granted on appeal on a neighbouring allocated site to the north-west of the football stadium. Known as the Goods Yard and Depot, this site also belongs to the football club. I note that the original decision to refuse the scheme was against the advice of officers. Significance of the historic environment Our previous letters of 3 July and 20 November 2015 detail the significance of the area. In summary, North Tottenham's character is derived from the ancient linear form of Tottenham High Road and the historic buildings that line it. Most of the High Road is lined with commercial premises and is therefore, characterised by intensively developed, high density urban environments but there are examples of larger institutional buildings. There are good surviving examples of buildings dating from the 18th and 19th centuries including Georgian houses and Victorian shopping parades. Roads flanking the High Road are mostly residential characterised by a more finely grained, domestic scale and greater uniformity. Bruce Grove is essentially a late-Victorian townscape prompted by the arrival of the railway in 1872. There is an emphasis on commercial uses, such as shopping parades, and it is low in height and scale with many of its buildings relatively uniform at three-storeys. Proposed amendments and their impact: The current scheme seeks an increase in height of the hotel building (plot 3) on the stadium site from 23 to 29 storeys, an increase of 27m to 127.2 AOD. The new tower will	

	provide 27,378 sqm floorspace for hotel and residential use, an increase from the approved 19,835 sqm. The design of the tower has also been modified with changes to the building form and layout. The hotel building will stand to the south of the stadium and is positioned within the conservation area as per the original 2015 application. The building will be greatly out of scale with the much lower heights of historic buildings within the North Tottenham and Bruce Grove Conservation Areas and which contribute positively to the significance of the conservation area. This extreme contrast in height would be very noticeable in views within and beyond the conservation area boundaries, resulting in the new tower visually dominating the traditional built form that contributes to the character of the conservation area. Relevant National and Regional Planning Policy The 1990 Planning (Listed Buildings and Conservation Areas) Act makes it a statutory duty for a planning authority to give special regard to the desirability of preserving listed buildings or their setting (section 16 and 66) when making decisions which affect them. Guidance on the fulfilment of statutory planning duties is set out in the government's National Planning Policy Framework 2021 (NPPF). The NPPF makes clear that when considering the impact of a scheme, any conflict with the conservation of heritage assets should be avoided or minimised (para.195). Great weight should be given to the conservation of heritage assets, and this weight should be greater for the most important assets (para.199). Clear and convincing justification should be provided for any harm caused (para.200), and any harm should be weighed against the public benefits of the scheme (para.202). The strategic policy framework for London is set out in the London Plan. Its policy HC1(C) on heritage conservation and growth reinforces the requirement for development proposals affecting heritage assets to be sympathetic to their significance and appreciation, and to avoid harm. It justifies this by explaining the unique sense of place	

	created by London's historic environment, and the irreplaceable nature of its heritage assets. The Tottenham Area Action Plan (TAAP) establishes the local spatial planning framework for the area and details the growth objectives for the area. The site is within the Tottenham Hotspur Stadium site allocation (NT7) for which the TAPP provides the indicative development capacity for 285 net new homes and 18,830sqm of hotel floorspace. Policies DM12 and DM13 of the Local Plan seek to protect the historic environment including the setting of designated heritage assets. Historic England's position: Historic England remains deeply concerned about the harm to the historic environment resulting from the impacts of the redevelopment of Tottenham Football Stadium. We acknowledge that the consented scheme has been partially implemented and that this is a material consideration. We also note the recent planning appeal decision on the Goods Yard and the Depot site. However, we remain of the view that the hotel tower will cause harm, which we identified in our response to the original consultation. It will dominate a skyline currently characterised by a traditional building scale and cause visual harm in some views from within the North Tottenham Conservation Area and the Bruce Castle Conservation Area. The proposed additional height will exacerbate this harm. We, therefore, remind you of your statutory duties under the 1990 Act and in applying the NPPF policies as set out above. We draw your attention to the need to have 'special regard' for the historic environment in determining this application and of the impact of the additional height, scale and mass of the proposals. We also draw your attention to additional public benefits that are derived from this scheme should be assessed to ensure that they are real and cannot be delivered by other means. This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.	

Health and Safety Executive (HSE)	<u>Scope of consultation</u> 1.1. It is noted the above application relates to Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000. 1.2. This Section 73 Application will seek to vary Conditions A4 and A7 of the NDP Hybrid Consent, approved on 15 April 2016 (LPA ref. HGY/2015/3000). It relates solely to Plot 3 (Hotel) and proposes the following amendments to the approved scheme for Plot 3: • Changes to the building form and layout; • Increase to the height of the building from 23 to 31 storeys; and, • An increase in the site wide hotel floorspace to 16,601 sq.m. 1.3. The 'Gateway 1 Fire Form Update' (dated 25/10/2023) states the following: • NDP Hotel is a 31 storey (plus basement), mixed-use building with a height of 107.9m. • Ground to Level 13 - hotel inc ancillary and amenity areas. • Level 14 - residential ancillary and amenity areas • Levels 15-29 - of residential accommodation. • Levels 29-32 - residential duplexes • Levels 31-32 – roof top plant 1.4. Section 4 of the fire statement states: "The outcomes of any future consultation with the Health and Safety Executive (HSE) and the London Fire Brigade (LFB) will also be used to inform the design. However, in any case the building has been afforded two vertical escape routes for each storey/demise, notably for the residential portions, to adopt a two-stair strategy having no reliance on adjacent demises for means of escape or firefighting access."	Noted further details and compliance will be required. A fire statement and gateway 1 condition is recommended.

	1.5. The updated fire statement (25/10/2023) states that the adopted fire safety design standards are BS 9991 and BS 9999. HSE has assessed this application on that basis. However, Section 3.2 of the (London Plan) fire statement states: “Fire engineering principles may be employed to support alternative solutions where strict adherence to the codes would conflict with the wider aspirations for the scheme. Departures from guidance of BS 9991:2015 are identified and alternative proposals are documented.” It is noted the fire statement(s) were helpfully detailed and informative. <u>Consultation</u> 1.6. Section 7 v) of the fire statement states: “Following the recent… the residential accommodation is afforded two vertical escape routes for each storey. Therefore, the residential section of the building is served by two stair cores. These stair cores are both to function as a firefighting stair for the building… This additional stair serves into one of the common corridors of the residential levels, with the primary firefighting stair opening directly into the lift lobby served by the two firefighting lifts.” 1.7. Section 2 of the fire statement update document states: “There are four primary stairs serving across the building, with two stairs serving the hotel portion of the building, and two separate stairs serving the residential portion of the building. Three of these stairs will serve down to the shared landlord plant and ancillary spaces at basement level, which includes a car park, and one additional escape stair will be provided which solely serves this basement plant and ancillary level accessed from L01 off the podium.” 1.8. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified some matters as supplementary information, set out below, that the applicant should try to address, in advance of later regulatory stages. <u>2. Supplementary information</u>	

	The following information does not contribute to HSE's substantive response and should not be used for the purposes of decision making by the local planning authority. Means of escape 2.1. Section 7 i) of the statement states: "The building contains both residential and commercial use areas. However, means of escape between the commercial occupancies and residential occupancies shall be separate." 2.2. This is noted and it will be for the applicant to demonstrate compliance at later regulatory stages. Additionally, HSE notes and welcomes the applicant's commitment (paragraph 1.4) for any future consultation with HSE and LFB to inform the design. The following supplementary comments should be considered in that context. 2.3. Section 7 ix) of the fire statement states: "The proposed building is over 18 m in height to the topmost accessible storey, and the building has a floor area over 900m2. However, in the hotel demise of the building, only of the stair cores have been designed as a fire-fighting shaft. On the hotel levels, and in consideration of the floor areas, which marginally exceed the 900m2 area limitation as stated by guidance for a single firefighting shaft. However, only one firefighting shaft has been proposed within the hotel levels given that the 900m2 area limit is only exceeded when measuring GIA, in which the NIA excluding the cores falls below this limit. Further, the hose laying for all hotel levels is within the 60m limit from the single firefighting shaft provided. However, this approach is subject to discussion and formal approval with the approval authorities." 2.4. As acknowledged by the applicant, the cited fire safety standards state at least two fire-fighting shafts should be provided in buildings with a storey of 900 m2 or more in area. Accordingly, HSE agree that the hotel should be provided with an additional firefighting shaft. It is noted that the elements of a firefighting shaft appear to be provided (see paragraph below) on all hotel storey levels and HSE cannot see any impediment to the creation of a second firefighting shaft. 2.5. In reference to paragraph 2.4., section 8.3.1 of the (London Plan) fire statement states: "In addition to the above, the second stair core serving the hotel levels, although	

	not designed as a firefighting shaft, will be a protected stair core which is to have a wet riser provided and smoke ventilated lobby at all levels, to support firefighting operations." 2.6. In this instance, given the provision of the second staircase and its proximity to the nearest lift(s), design changes necessary to provide an additional firefighting shaft including a firefighting lift, are unlikely to affect land use planning considerations. However, it will be for the applicant to demonstrate compliance at later regulatory stages. QDR 2.7. The fire statement (section 7 ii) states: "The development contains a building over 50 m in height, making it a non-conventional by virtue of height. As such, a qualitative design review (QDR) process will be undertaken with all stakeholders, inclusive of the Approval Authorities, across the design stages." 2.8. This is noted. It will be for the applicant to demonstrate compliance at later regulatory stages. <u>Smoke ventilation / CFD</u> 2.9. Section 7 v) of the fire statement states: "For the residential accommodation, within common corridors / evacuation lift lobbies, mechanical ventilation will be provided to support the two stair arrangements provided in each building. These provisions will be supported with computational fluid dynamics (CFD) to show that evacuation lift lobbies are tenable, and the staircases remain suitable for evacuation and firefighting purposes." 2.10. This is noted and it will be for the applicant to demonstrate compliance at later regulatory stages. <u>Open plan layout</u> 2.11.Section 7 vi) of the fire statement states: "Within the residential flats, the kitchens are proposed to be unenclosed (open plan layout), as such a radiative fractional effective dose analysis shall be carried out to escape the suitability of escape past hobs." 2.12.This is noted and it will be for the applicant to demonstrate compliance at later regulatory stages.	

	<u>Sprinkler system</u> 2.13.Section 7 viii) states: “A commercial sprinkler system meeting the requirements for an HHP3 hazard group is to be installed in line with BS EN 12845 to protect the basement plant and ancillary areas of the building. This increased category specification is due to consideration of the car park within the basement of the building, and as advised when following LPC rules.” 2.14.This is noted and HSE welcome the increased category specification. However, it will be for the applicant to demonstrate compliance at later regulatory stages. Hose laying distances / basement 2.15.The Design and Access Statement (8.3.2) states: “The only exception the above is the basement level, where there is an extended distance to reach the plant at the north portion of the basement. To support this an additional dry riser was introduced to the northernmost stair serving this space. However, there are still areas that fall behind this 45m limit, this approach will be subject to discussion and formal agreement with the approval authorities. It is noted that these spaces served by the extended distances, are only associate with low-risk water plant for the building” 2.16. This is noted, however, as stated by the applicant this extended distance falls outside the cited fire safety standard. It will be for the applicant to demonstrate compliance at later regulatory stages.	
Islington Council	No objection	Noted.
Metropolitan Police	Thank you for consulting with our office on the proposed material amendments to this hybrid development. Our office would like it noted that residential cores, commercial and communal spaces designed to facilitate a high footfall within public through routes, open spaces, public seating areas that fall within catchments of organised events and transport links are often manipulated by Anti-social behaviour (ASB) and offer opportunities for those wishing to commit criminal activities. Physical security elements and active management within mixed developments are proven to reduce unwanted criminal	

	activities and reduce the fear of crime within such spaces, promoting sustainable diverse and integrated communities. The Secured by Design (SBD) police endorsed scheme works to reduce the likelihood of ASB / criminal behaviour, promoting safe and inclusive environments for residents and visitors to the area. Creating a sense of place where local residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity, is a key element of the Secured by Design initiative, as is long term sustainability. We can confirm that initial crime prevention discussion with the applicants appointed consultants have recently taken place. They have been able to demonstrate how in principle the Applicant could implement proportionate and appropriate physical security measures in conjunction with a flexible risk based security support and management strategy which would in theory enable the development to meet local crime prevention recommendation and achieve a Secure by Design (SBD) accreditation. If appropriate physical security and crime prevention support measures are correctly incorporated within this development we would have no objections to the proposed changes. We ask that our offices previous 2015 request of a SBD Condition, which would also where appropriate include Counter Terrorism preventative measures for the site, is renewed to cover any changes to the mixed proposal of Hotel and Residential development within plot 3, as part of any planning approval. Condition Request: Please find below, for your consideration, our suggestion on an appropriate SBD Condition; • Community Safety – Secured by Design Condition: (a) Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the current 'Secured by Design' schemes have been included within the design and build shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details and maintained to the 'Secure by Design' standards thereafter. (b) Prior to the first occupation, or use of an individual building, Residential and/or Commercial within the development, a letter from Metropolitan Police Designing Out Crime Office stating that	

	appropriate SBD measures of compliance for the occupied or used section have been met, will be required. (c) On full completion of the development hereby permitted, including landscaping, external materials and other works incidental to the proposed development the full SBD certificate will be required. Reason: In the interest of creating safer and sustainable communities. Informative: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) through each stage of the design and build in order to provide the relevant support submissions and achieve a SBD accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk.	
National Gas Assets Team	Regarding planning application HGY/2023/2137, there are no National Gas Transmission assets affected in this area. If you would like to view if there are any other affected assets in this area, please raise an enquiry with www.lsbud.co.uk. Additionally, if the location or works type changes, please raise an enquiry.	Noted.
National Grid Electricity Transmission Asset Protection Team	Regarding planning application HGY/2023/2137, there are no National Grid Electricity Transmission assets affected in this area. If you would like to view if there are any other affected assets in this area, please raise an enquiry with www.lsbud.co.uk. Additionally, if the location or works type changes, please raise an enquiry. Please note this response is only in reference to National Grid Electricity Transmission assets only. National Grid Electricity Distribution (formerly WPD) and National Gas Transmission (formerly National Grid Gas) should be consulted separately where required.	Noted
Natural England	Natural England has previously commented on this proposal and made comments to the authority in our response dated 15 October 2015, reference number 166359. The advice	Noted.

	provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal. Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.	
Transport for London	Comments included in GLA response.	

GREATER**LONDON**AUTHORITY

Planning report GLA/2023/0586/S1

2 October 2023

Tottenham Hotspur Stadium (Plot 3, Section 73)

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2023/2137

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Minor material amendments (Section 73) to the height, design, maximum floorspace, and associated works to Plot 3 (hotel/residential) of hybrid planning permission HGY/2015/3000 through variation of conditions A4 (consented drawings and documents), A6 (conformity with environmental statement), A7 (maximum quantity/ density), and D1 (Plot 3 specific drawings); including an increase in height from 23 to 29 storeys and an increase in hotel floorspace from 15,537 sq.m. to 16,132 sq.m.

The applicant

The applicant is **Tottenham Hotspur Property Company Ltd** and the architect is **F3**.

Strategic issues summary

Land use principles: The uses have been established by the original extant consent and no changes are proposed to the permitted uses, which remain supported.

Affordable housing: The 2016 hybrid permission secured no affordable housing due to the significant funding challenge associated with provision of the new stadium, which required other elements of the development to contribute towards its construction. Although no additional housing is proposed, the changes to the hotel element would materially alter the economic circumstances of the scheme, and the application should therefore be considered under the viability tested route.

Historic environment: Compared to harm identified to the significance of heritage assets through the original hybrid permission, GLA officers consider that no additional harm would be caused.

Urban design: The Local Plan identifies the location as suitable for tall buildings. The increased slenderness of the building compared to that permitted is supported, and the limited increase in height does not raise strategic concerns. The layout of public realm would be improved compared to the permitted scheme.

Transport: An Active Travel Zone assessment and Road Safety Audit should be undertaken, and a bus contribution secured.

Climate change and environment: Further information is required on energy, whole lifecycle carbon, circular economy, green infrastructure, and water.

Recommendation

That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 74. Possible remedies set out in this report could address these deficiencies.

Context

1. On 22 August 2023, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2. The application is submitted under Section 73 of the Town and Country Planning Act 1990 (as amended), following the grant of planning permission for the Northumberland Park Development Project in 2016 (GLA ref: D&P/2292g/02; LPA ref: HGY/2015/3000), an application of Potential Strategic Importance referable under the following categories of the Schedule to the Order 2008:

- 1A "*Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats*."
- 1B "*Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - (c) outside Central London and with a total floorspace of more than 15,000 square metres*."
- 1C "*Development which comprises or includes the erection of a building of (c) more than 30 metres high and is outside the City of London*."

3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4. The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been taken into account in the consideration of this case.

5. The Mayor of London's statement on this case will be made available on the GLA's public register[1].

Site description

6. The Plot 3 site forms part of the ongoing phased redevelopment of Tottenham Hotspur Stadium and associated surrounding land, as approved by the 2016 Hybrid Consent (see 'case history' below). The Plot 3 site is bounded by the Stadium to the north; two temporary five a-side football pitches and events space to the east, granted planning permission in 2022 (LPA Ref: HGY/2022/0167); Park Lane to the south; and the Tottenham Experience building to the west. It currently comprises a temporary podium (associated with the Stadium), which includes areas of public realm and temporary structures.

[1] https://planapps.london.gov.uk/planningapps/HGY-2023-2137

7. The Tottenham High Road/North Tottenham Conservation Area lies adjacent to the site to the north-west and south-west. There are several statutorily and locally listed buildings surrounding the site, including the Grade II Listed Warmington House (744 High Road) to the west, which has been incorporated into the Tottenham Hotspur Experience building. Other listed buildings include 774 (Fletcher House), 790 (Dial House), 792, 794, 796 (Percy House), 798-802, 808 & 810 High Road; with a locally listed public house (732 High Road) opposite the site to the south.

8. The site is close to the A1010 High Road, which forms part of the Strategic Road Network (SRN). The A10 Bruce Grove/A1010 High Road junction and the A406 North Circular Road/A1010 Fore Street junction are respectively a kilometre to the south and 1.4 kilometres to the north, and are the nearest points of vehicular access to the Transport for London Road Network (TLRN). White Hart Lane station (London Overground and Greater Anglia) is 500 metres to the north-west, and Bruce Grove station is 900 metres to the south. Northumberland Park station (National Rail) is 800 metres to the east. Seven Sisters station (Victoria Line and London Overground) is over 2 kilometres to the south, and Tottenham Hale (Victoria Line) is 2.3 kilometres to the south-west. The nearest bus stops are along the High Road, served by 149, 259, 279, 349, and N279, with other bus routes from Northumberland Park station (341, 476, W3). The site is within 500 metres of Cycleway 1. The site has a Public Transport Accessibility Level (PTAL) of 5, where 0 is the least accessible, and 6b the most accessible.

Details of this proposal

9. The application is for minor material amendments (Section 73) to the height, design, maximum floorspace, and associated works to Plot 3 (hotel/residential) of the hybrid planning permission through variation of conditions A4 (consented drawings and documents); A6 (conformity with environmental statement), A7 (maximum quantity/density) and D1 (Plot 3 specific drawings).

10. Specifically, the height and mass of the proposed hotel building would change, including an increase in height from 23 to 29 storeys. Hotel floorspace would increase from 15,537 sq.m. (as shown in the table under ‘case history’ below), to 16,132 sq.m. (GIA), with no increase in the maximum number of hotel rooms (180) and no increase in maximum residential floorspace or homes across the wider site. A second stairway has also been included for improved fire safety. Other changes are proposed to the landscaping, play space, access, and parking. The applicant states that the revisions are intended to enhance the deliverability of the scheme as a result of engagement with hotel operators.

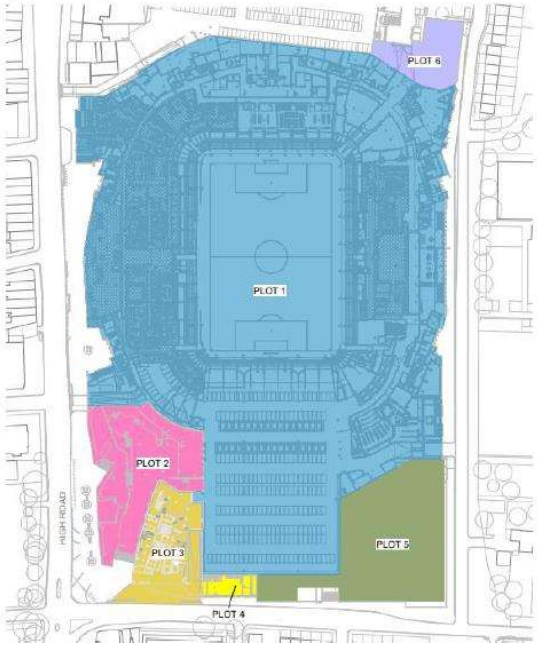
Case history

11. Plot 3 forms part of the ongoing phased redevelopment of the Northumberland Park Development Project (NDP), for which the Hybrid Consent was approved in 2016 for:

> *“Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities*

including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of 'appearance' and 'landscape' are reserved in relation to the residential buildings and associated community and/or office building. Details of 'appearance' and 'scale' are reserved in relation to the sports centre building. Details of 'appearance' are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and includes works to a Grade II Listed building for which a separate Listed Building application has been submitted (Ref: HGY/2015/3001)."

12. Full planning permission was granted for the Stadium (Plot 1: Blue in the diagram below), the Tottenham Experience (Plot 2: Pink), and the Hotel (Plot 3: brown); and outline planning permission for the Extreme Sports Building (Plot 4; yellow), the Residential Buildings and Flexible B1/D1 Space (Plot 5: green) and the Community Health Building (Plot 6; purple).



13. Plots 1 and 2 have been implemented and were completed in 2019. Plot 3 has been implemented up to ground level. Reserved matters relating to the scale of Plot 4 (the Extreme Sports Building) was approved in 2021 (LPA ref: HGY/2021/1039). An application for reserved matters relating to the landscaping of Plot 5 (residential buildings and flexible B1/D1 space) was submitted in 2022 and is under consideration by the Council (LPA ref: HGY/2022/4504). An application for reserved matters relating to the appearance of Plot 6 (the Community Health Building) was approved by the Council in 2021 (LPA ref: HGY/2021/1043).

14. The Council also granted approval for various non-material amendment applications (Section 96A), including the removal of the 90 day restriction on operation of the hotel serviced apartments, for Use Class C3 (LPA ref: HGY/2017/1183) but with no increase in overall maximum residential use across the hybrid scheme. The approved site-wide maximum floorspace figures are now as below.

15. No pre-application discussions have taken place with GLA officers concerning the Plot 3 section 73 application; however, pre-application discussions have taken place with Council officers and the Council's Quality Review Panel.

Land Use	Use Class	Area (GIA sq.m.)	Units
Leisure (including stadium)	D2	122,000	n/a
Hotel	C1	15,537	180 rooms
Residential	C3	53,298	634
Tottenham Experience	Sui Generis	4,311	n/a
Business	B1	4,000 (max)	n/a
Community and Culture	D1	6,000 (max)	n/a

Strategic planning issues and relevant policies and guidance

16. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Haringey Strategic Policies 2013 (with alterations adopted 2017); Haringey Development Management DPD (2017); Site Allocations DPD (2017); Tottenham Area Action Plan (2017); and the London Plan 2021.

17. The following are also relevant material considerations:

- National Planning Policy Framework; National Planning Practice Guidance.
- The National Design Guide.
- On 24 May 2021, a Written Ministerial Statement (WMS) was published in relation to First Homes. To the extent that it is relevant to this particular application, the WMS has been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation. Further information on the WMS and guidance in relation to how the GLA expect local planning authorities to take the WMS into account in decision making can be found *here*[2].

18. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are:

- Opportunity Area — *London Plan.*
- Town centre uses — *London Plan.*
- Housing — *London Plan; Housing SPG; Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Housing Design Standards LPG.*
- Affordable housing — *London Plan; Housing SPG; Housing Strategy; Affordable Housing and Viability SPG; Affordable Housing draft LPG; Development Viability draft LPG.*

[2] https://www.london.gov.uk/sites/default/files/first_homes_planning_practice_note_.pdf

• Historic environment	*London Plan.*
• Urban design	*London Plan; Character and Context SPG; Accessible London SPG; Public London Charter LPG; Housing SPG; Play and Informal Recreation SPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity LPG; Housing Design Standards LPG; Public London Charter LPG; Fire Safety draft LPG.*
• Transport	*London Plan; Transport Strategy; Sustainable Transport, Walking and Cycling LPG.*
• Climate change/environment	*London Plan; Environment Strategy; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; Energy Planning Guidance; 'Be Seen' Energy Monitoring Guidance LPG; Control of dust and emissions during construction and demolition SPG; Air Quality Neutral LPG; Air Quality Positive LPG; Urban Greening Factor LPG.*

Land use principles

19. The uses have been established by the original extant consent and no changes are proposed to the permitted uses, which remain supported. There are no significant changes to the policy context in this respect. London Plan Policy E10 supports serviced accommodation, such as hotels, as part of London's visitor infrastructure, particularly in Opportunity Areas and where well-connected by public transport. The site is immediately adjacent to Tottenham Hotspurs Stadium, a major visitor attraction. London Plan Policy H1 supports residential development, and Haringey has a ten year housing completion target of 15,920 to which the proposals would contribute.

Housing

Affordable housing

20. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%. Schemes can follow the 'fast track' viability route and are not required to submit viability information nor be subject to a late stage viability review if they meet or exceed the relevant threshold level of affordable housing on site without public subsidy; are consistent with the relevant tenure split; meet other relevant policy requirements and obligations to the satisfaction of the Council and the Mayor; and demonstrate that they have taken account of the strategic 50% target and have sought grant to increase the level of affordable housing.

21. Haringey has a Borough-wide target of 40% affordable housing, 60% to be social/affordable rent and 40% intermediate.

22. The hotel building includes 49 homes, as already permitted. Across the hybrid scheme, the maximum number of homes and floorspace (53,298 sq.m. and 634 homes), as well as the controls on housing mix, would remain as already permitted.

23. The independent viability assessment for the original hybrid permission conducted by the Council's advisers identified a significant funding challenge associated with the Stadium, which required other elements of the development to contribute towards the Stadium. Consequently, no affordable housing was secured in 2016. This position was confirmed via a later viability review upon completion of the Stadium.

24. The current proposals do not increase the maximum number of homes or floorspace within the wider scheme; however, the changes to the hotel element would materially alter the economic circumstances of the scheme. The applicant states that the scheme is being amended to make it more appealing to hotel operators, which would make the scheme more viable. GLA officers therefore consider that the application should be considered under the viability tested route. It is recommended that the Council appoint a consultant with specialist knowledge of the London hotel sector to assess additional value generated by the scheme. Viability information should be shared with GLA officers for their review to ascertain whether additional affordable housing can be provided as a result of the scheme amendments.

25. In response to London Plan Policy S4, a small amount of play space would be provided on the site, with more to be provided on Plot 5, together with existing provision nearby.

Historic environment

26. London Plan Policy HC1 states that development proposals affecting heritage assets and their settings should conserve their significance and avoid harm. London Plan Policy D9 states that tall buildings should avoid harm to heritage assets, or demonstrate clear public benefits that outweigh any harm.

27. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. Regarding conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area*". Regarding listed buildings, special regard must be had to desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Where a development leads to 'less than substantial' harm, the harm should be weighed against the public benefits.

28. The hybrid permission involved the demolition of non-designated heritage assets, and the construction of a number of large-scale buildings, resulting in various levels of harm to designated and non-designated assets. The demolitions have now taken place and the Stadium constructed.

29. The height of the hotel would increase from 23 to 29 storeys; however, it would also become more slender when viewed from east and west and would remain below the permitted height of the residential plot. Compared to the harm identified as part of the original hybrid permission, GLA officers consider that no additional harm to the significance of heritage assets would be caused, although the harm caused

means that the proposals would not be in accordance with London Policy HC1. In line with the NPPF, this harm will be weighed against the public benefits of the proposal at the Mayor's decision-making stage.

Urban design

30. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

31. London Plan Policy D4 sets out that development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made or demonstrate that they have undergone a local borough process of design scrutiny. It is noted that the proposed amendments have been subject to review by the Council's Quality Review Panel

Site layout

32. The requirement for additional stairways has resulted in a widening of the east-west building plan form by c.8 metres, which also allowed a shortening of the north-south plan form by c.5 metres. The hotel building's east facade is now closer to the outline approved Plot 4 Extreme Sports Building; however, considering the leisure uses, with the residential use above the height of the Extreme Sports Building, no privacy or daylight concerns arise.

33. A reduction in the ground level footprint of the hotel fronting onto Park Lane also means that the proposed public realm offers greater openness and clearer sight lines to both the existing podium access (stairs and lift), and the extended podium at the upper level. This also allows a more civic entrance plaza/square at the junction between Park Lane and the High Road, which is welcomed. Provision of stair and lift access to the podium remain largely as previously proposed.

Tall buildings, height, massing, and architecture

34. London Plan Policy D9 states that development plans should define what is considered a tall building for specific localities (although not less than 6 storeys or 18 metres) and identify suitable locations; and identify appropriate tall building heights on maps in Development Plans (Parts A and B). Policy D9 also sets out further requirements for assessing tall buildings (Part C) including addressing visual impacts at different distances; aiding legibility and wayfinding; having exemplary architecture and materials; avoiding harm to heritage assets (or demonstrating clear public benefits that outweigh any harm); not causing adverse glare; and minimising light pollution. Functional impacts should consider internal and external design; servicing; entrance capacity; area and transport capacity; maximise benefits to the area; and not interfere with communications. Environmental impacts should consider wind, daylight, sunlight, and temperature; air movement (dispersal of pollutants); and noise creation. Cumulative impacts should also be considered.

35. Haringey's Local Plan defines tall buildings as ten storeys and above, and the site is within the North Tottenham area identified as suitable for tall buildings, although no heights are identified. The principle of locating tall building on the site has already been accepted through the hybrid consent, and the proposed hotel would remain below the permitted height of the tallest residential building (up to 131 metres, c.35 storeys). It is noted that tall buildings are consented to the west on the opposite side of the High Road, with further tall buildings in emerging schemes.

36. In terms of visual impacts, the revised design maintains the consented slender profile when viewed from the north and south, but improves its slenderness from east and west. The tower is broken down into a hierarchy of three stepped elements, which breaks down the massing, with each step forming an accessible terrace associated with the internal uses of the building. The bronze coloured cladding at lower levels relates well to surrounding materials, with the lighter glazed facades at upper levels reducing the impact of the taller elements. The hotel would perform a clear legibility function, marking the location of the Stadium. Strategic views would not be harmed and no additional harm would be caused to heritage assets.

37. Functional concerns in relation to transport require resolution, as set out under 'transport' below. Environmental impacts identified under 'climate change and environment' below require resolution.

38. The limited increase in height does not raise strategic concern; however, GLA officers will have regard to compliance with Policy D9 as a whole at the Mayor's decision-making stage.

Residential quality

39. London Plan Policy D6 states that qualitative aspects of a development are key to ensuring successful sustainable housing, with further standards and guidance set out in the Housing Design Standards LPG. The relatively small footprint of the building allows very good residential quality, including 100% dual aspect.

Fire safety

40. London Plan Policy D12 requires a fire safety statement prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments, where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be suitably sized fire evacuation life suitable to be used to evacuate people who require level access from the buildings. The Mayor has also consulted on a Fire Safety Draft LPG.

41. The submitted Stage 3 Fire Strategy Report and the Gateway One Fire Statement prepared by OFR meet the requirements of London Plan policies. The proposals include residential uses in a building over 18 metres, and the amendments add a second staircase in accordance with Policy D12 and the recent government

announcement[3]. The Fire Statements/Reports should be secured by condition or legal agreement.

Inclusive access

42. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). Policy D7 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The applicant would provide 10% of the rooms as wheelchair accessible, which would be acceptable.

43. The application confirms that 10% (5) of the homes would meet Building Regulation M4(3), with the remainder meeting M4(2) requirements. These would be distributed across sizes and floors. Typical layouts have been provided. The Council should secure M4(2) and M4(3) requirements by condition. Seven disabled persons parking spaces in the basement have already been delivered.

Transport

Public Transport improvements

44. There has been significant investment in the transport network in the area since the 2016 consent. Cycleway 1, 500 metres to the west, has been completed; Northumberland Park station has been upgraded as part of improvements to rail capacity between Stratford and Angel Road, including a third track; Angel Road Station has been replaced by the new Meridian Water station; White Hart Lane station has been rebuilt, including higher capacity and step-free access; Tottenham Hale station has been improved, including a new bus station, upgraded taxi rank, new entrance, concourse, and step-free access; and public realm improvements have been completed on White Hart Lane and around Northumberland Park.

45. The Transport Assessment (TA) addendum provides a person-trip assessment, and based on the 2015 bus mode share, this indicates 60 bus (access and main mode) trips during the AM peak, and 70 during the PM peak. Based on secured bus contributions from schemes within in the vicinity of the site, a contribution of £48,000 would be proportionate, which could be pooled with other secured bus contributions.

Healthy Streets and Vision Zero

46. An Active Travel Zone (ATZ) assessment, including night-time assessment, should be undertaken, particularly given the increased quantum of development, the nature of the land use, and changes in the local area since 2015. The scope of the assessment should be agreed with TfL and the Council. As well as non-event day assessment, this should consider issues for active travel access on an event day,

[3] https://www.gov.uk/government/news/long-term-plan-for-housing

and measures proposed to ensure walking and cycling to the site is unimpeded, as well as access to public transport services.

47. In line with TfL/GLA Women's Safety and Anti-Racism actions, analysis of personal safety statistics and proposed responses should be included. Further information is available in the Mayor's Women's Night Safety Charter Toolkit[4].

48. Tottenham Hotspur Stadium Local Area Management Plan has been in practice since 2019, designed to limit impact on local residents and businesses on event days, as well as managing movements to and from the Stadium. The applicant should demonstrate that the proposed amendments would be compatible with these arrangements, both during construction and operation.

Access, delivery and servicing arrangements

49. The TA addendum includes evidence of engagement with Haringey highways related to access, delivery, and servicing arrangements. The forecast vehicle trip assumptions are reasonable. Further information should be provided on more sustainable approaches to servicing and deliveries, including though not limited to booking system, consolidation, and cargo bikes. There is potential conflict between active modes, and delivery and service vehicle movements. The TA addendum should set out how servicing and deliveries are proposed to operate on event days.

50. The overlay of active mode routes (cycle and pedestrian) and delivery vehicles should be provided, which will help identify any potential conflicts. A Stage 1 Road Safety Audit (RSA) should be provided for the proposed access arrangements on Park Lane. A Healthy Streets Designers Check or similar is also recommended. There should be no impacts on the Strategic Road Network (High Road), and arrangements should contribute to Vision Zero objectives and mode shift.

Cycle parking

51. The TA Addendum proposes cycle parking in accordance with London Plan policy requirements and London Cycle Design Standards (LCDS), which is welcomed. Plans that confirm dimensions are in accordance with the LCDS should be provided, including lift dimensions and number and width of doors, including at least 20% Sheffield stands and a further 5% wider spaces for non-standard bicycles. For staff, end of journey facilities should be provided such as lockers and showers. The route from the cycle parking area to Cycleway 1 should be assessed as part of the ATZ assessment.

Car parking

52. The hybrid consent included 76 car parking spaces at basement level, which have been constructed as part of the wider scheme. Due to the increase in the cycle parking provision, the number of car parking spaces is proposed to be reduced to 7 wheelchair accessible spaces and 57 standard spaces. The reduction in car parking compared to the 2015 consent is welcomed; however, the current London Plan requires car free development given the nature of the land use and the location, and

[4] https://www.london.gov.uk/sites/default/files/wnsc_toolkit_final.pdf

alternatives use for the spaces should be considered. The approach to Electric Vehicle Charging Points and disabled persons' car parking is acceptable. A Parking Design and Management Plan should be secured with any permission.

Travel Plan and construction logistics

53. A framework Travel Plan has been provided, which sets out specific objectives in support of London Plan policy and sets out baseline mode share forecasts. Further information on target mode share targets should be provided.

54. Further information on the approach to construction should be provided, and confirmation if a site-specific Construction Logistics Plan is proposed.

Climate change and environment

Energy strategy

55. London Plan Policy SI2 sets out energy strategy requirements for major development proposals; Policy SI3 sets out requirements for energy infrastructure; and Policy SI4 sets out requirements to manage heat risk. All major developments are required to meet a net-zero carbon target and only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, a contribution to a carbon offset fund or reductions provided off-site can be considered.

56. The submitted energy statement does not yet comply with Policies SI2, SI3, and SI4. The applicant is required to further refine the energy strategy and submit clarifications on specification; further details to demonstrate the cooling hierarchy has been followed; further information on proposed connection with Energetik; demonstration that renewable energy has been maximised; and confirmation of compliance with 'Be Seen' requirements, to be secured by section 106 agreement.

57. For the domestic element, the development is estimated to achieve an 80% reduction in CO2 emissions, compared to 2021 Building Regulations. This falls short of the net zero-carbon target, although it meets the minimum 35% reduction on site. For the non-domestic element, a 4% reduction is expected, which falls short of the net zero-carbon target and does not meet the minimum 35% carbon reductions on site. The carbon savings should be improved. Once the on-site carbon savings have been maximised, a carbon offset payment is required to be secured, based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or the Borough's carbon offset price. Detailed technical comments, including conditions and section 106 requirements have been shared with the applicant and the Council.

Whole Life-cycle Carbon

58. London Plan Policy SI2 states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions and demonstrate actions taken to reduce life-cycle carbon emissions. The Mayor has published a Whole Life-Cycle Carbon (WLC) Assessment LPG and a reporting template[5].

[5] https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance

59. The applicant has submitted a WLC report which appears to cover much of the assessment requirements; however, the GLA template must also be submitted. This is important to allow results to be recorded and tracked through to post-construction stages, and to allow a proper review of the results against material quantities and other assumptions made. Should permission be granted, post-construction monitoring should be secured through planning condition or legal agreement[6].

Circular Economy

60. Policy SI7 of the London Plan requires applications that are referable to the Mayor to submit a Circular Economy (CE) Statement, and Policy D3 requires development proposals to integrate circular economy principles as part of the design process. The Mayor has published a Circular Economy Statements LPG.

61. No Circular Economy Statement has been submitted. The applicant should provide a Circular Economy Statement in line with the LPG, including the completed Excel template. Should permission be granted, post-construction monitoring should be secured through planning condition or legal agreement[7].

Green infrastructure

62. London Plan Policy G1 states that development proposals should incorporate green infrastructure. Policy G4 states that development proposals should where possible create areas of publicly accessible open space. Policy G5 states that major development should include urban greening as a fundamental element of site/building design and an Urban Greening Factor (UGF) of 0.4 is recommended for predominately residential schemes, as detailed in the Urban Greening Factor LPG.

63. The proposals integrate green infrastructure and urban greening, including the incorporation of biosolar roofing, which supports multifunctionality, in accordance with Policy G1. It includes public realm areas with planting, in accordance with London Plan Policy G4, which is particularly important as the site is in an area identified as being deficient in public open space within the London Green Infrastructure Focus Map. The UGF score is calculated as 0.14, which is considerably below the target set by Policy G5. Whilst there are some positive features, the applicant should review the proposals to increase the UGF. Robust justification should be provided if the target score cannot be achieved.

Flood risk, sustainable drainage, and water consumption

64. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI13 states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible, in line with the drainage hierarchy. Policy SI5 states that development proposals should minimise the use of mains water; incorporate measures to help achieve lower water

[6] https://www.london.gov.uk/sites/default/files/model_condition_-_whole_life-cycle_carbon_23-3-22.pdf
[7] https://www.london.gov.uk/sites/default/files/suggested_circular_economy_conditions_version_24.03.22.pdf

consumption; ensure that adequate wastewater infrastructure capacity is provided; and minimise the potential for misconnections between foul and surface water.

65. The site is in Flood Zone 1, with a small area to the south-west being within Flood Zone 2, and is within a Critical Drainage Area. A Flood Risk Assessment (FRA) has been submitted. It should also be confirmed in the FRA that ground levels within Flood Zone 2 would remain as existing, and as such, will not displace fluvial floodwater off-site. Latest EA reservoir mapping shows that the southern extent of the site is at risk of reservoir flooding when river levels are normal. If the applicant can confirm the ground levels in Flood Zone 2 remain the same and that no sensitive receptors are proposed, a Flood Warning and Evacuation Plan (FWEP) should not be required. There is the potential for elevated groundwater beneath the site, and groundwater monitoring should be undertaken to inform the exact mitigation measures required, to be secured by condition. The level of risk to the site from sewers is unclear as this is not fully reviewed in the FRA. Further information should be provided, including the analysis of local sewer networks. The FRA provided for the proposed development does not yet comply with Policy SI12.

66. In terms of sustainable drainage, a greenfield runoff rate has been provided in Appendix E, the SuDS Proforma; however, this has not been referenced in the main body of the report and no consideration has been given to the practicality of discharging at greenfield rate. Discharge rates can be readily restricted to well below 5l/s. The drainage strategy assumes that infiltration is not feasible; however, there is a reasonable possibility that the site is suitable for infiltration. Soakage tests at various points should be undertaken to examine the feasibility of infiltration.

67. The drainage strategy proposes below ground attenuation tanks. Rainwater harvesting and green roofs should also be provided to satisfy the requirements of Policy SI13. A conservative scenario has been adopted whereby no reuse of rainwater is assumed. The applicant should revise the drainage strategy to incorporate a range of SuDS to provide the required water quantity, quality, biodiversity, and amenity benefits. No calculations for the greenfield runoff rate are provided, which does not provide sufficient detail to support the proposed drainage strategy. Hydraulic calculations should be provided, including a range of return periods and storm durations, and included on the drainage drawings. An assessment of exceedance flood flow routes above the 100-year event plus 40% climate change is discussed; however, these should be presented and included on drainage strategy drawings. The surface water drainage strategy does not yet comply with Policy SI13.

68. In terms of water efficiency, no water efficiency information has been provided for the residential component. The Sustainability Statement notes that 3 Wat 01 credits are targeted for the non-residential uses on site, with water consumption reduced by 40%, in line with Policy SI5. Water efficient fittings, and leak detection systems are proposed, which is welcomed. The applicant should also include water harvesting and reuse to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit. The proposed development does not yet meet the requirements of Policy SI5.

Air quality

69. London Plan Policy SI1 states that development proposals should not lead to deterioration of existing poor air quality; should not create any new areas that exceed air quality limits or delay compliance in areas that are in exceedance of legal limits; and should not create unacceptable risk of high levels of exposure to poor air quality. Proposals must be at least Air Quality Neutral and large-scale development proposals should provide an air quality positive statement. Air Quality Neutral and Air Quality Positive LPGs have been published.

70. The air quality assessment is of sufficient technical quality. Previous modelling is still relevant as there is no increase in traffic generation or car parking. The development is air quality neutral and is in accordance with Policy SI1.

Local planning authority's position

71. Haringey Council planning officers are currently assessing the application. In due course the Council will formally consider the application at planning committee.

Legal considerations

72. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or direct the Council under Article 6 of the Order to refuse the application; or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

73. There are no financial considerations at this stage.

Conclusion

74. London Plan policies on land use, affordable housing, historic environment, urban design, and climate change and environment are relevant to this application. The application does not yet comply with all of these policies, as summarised below:

- **Land use principles**: No changes to the land uses in the extant consent are proposed, and the uses remain supported.
- **Affordable housing**: The hybrid permission secured no affordable housing due to the significant funding challenge associated with provision of the new stadium, which required other elements of the development to contribute towards its construction. Although no additional housing is proposed, the

changes to the hotel element would materially alter the economic circumstances of the scheme, and the application should therefore be considered under the viability tested route.

- **Historic environment**: Compared to harm identified to the significance of heritage assets through the original hybrid permission, GLA officers consider that no additional harm would be caused.
- **Urban design**: The Local Plan identifies the location as suitable for tall buildings. The increased slenderness of the building compared to that permitted is supported, and the limited increase in height does not raise strategic concerns. The layout of public realm would be improved compared to the permitted scheme.
- **Transport**: An Active Travel Zone assessment and Road Safety Audit should be undertaken, and a bus contribution secured.
- **Climate change and environment**: Further information is required on energy, whole lifecycle carbon, circular economy, green infrastructure, and water.

For further information, contact GLA Planning Unit (Development Management Team):
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We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

GREATERLONDONAUTHORITY

Energy Memo: GLA Consultation

Case details

Date of first review:	12/09/2023
Case Name:	Tottenham Hotspur Stadium
Case Number:	2023/0586
Case Officer:	Martin Jones
London Borough:	Haringey
Application Type (Outline/Hybrid/Detailed):	S73 Application
Applicant:	Tottenham Hotspur Property Company Limited
Energy Consultant:	Buro Happold
Document Title:	Energy Strategy Addendum
Document Date:	02/08/2023

Development proposals

Use	Floorspace/Number of units
Residential	TBC units
Hotel	TBC m²

Compliance Schedule - To be completed by the GLA Energy Officer

Policy	Policy Sub-Area	Required Data (In line with EAG)	Status	Policy Compliance	GLA Comment Reference
SI 1 - Improving Air Quality (relating only to air quality impacts of energy systems; separate air quality officer consultation required	Measures/design features to reduce exposure to air pollution	Measures to minimise NOx emissions from energy systems	N/A	Compliant	
SI 2 - Minimising Greenhouse Gas Emissions (excluding SI-2-F- WLC; separate WLC consultation required)	Be Lean emissions reduction	Details of energy efficiency measures	Received but items still outstanding	Potential Compliance-Pending Information	3,4
		Alignment with Cooling and Overheating	Received but items still outstanding		6,7
		Be Lean 10% and/or 15% reduction achieved	Received but items still outstanding		3,4
		EUI and space heating demands provided	Not yet received - applicant to submit and provide reference --->		14
	Be Clean	SI 3 - Energy Infrastructure data provided (see below)	Received but items still outstanding		8,9
	Be Green Renewable generation maximisation	Roof Layout detailing maximised PV proposal	Received but items still outstanding		10
		PV array metrics provided	Not yet received - applicant to submit and provide reference --->		10
		Heat Pump arrangement confirmed	N/A		11
	Total carbon reduction on-site	Confirmation of carbon emission factors used	Received; SAP 10.2 proposed and nothing further required		
		GLA carbon emission reporting spreadsheet v2.0	Not yet received - applicant to submit and provide reference --->		2
		Supporting Modelling Outputs (BRUKLs/DER Worksheets)	Received but items still outstanding		17
		On-site minimum met	Received but items still outstanding		15
	Carbon offset payment confirmed	Draft S106 wording of carbon offset (from borough)	Not yet received - applicant to submit and provide reference --->		16
	Be Seen commitment provided	Written confirmation/understanding of data requirements	Not yet received - applicant to submit and provide reference --->		13
		Confirmation of Planning Stage 1 submission	Not yet received - applicant to submit and provide reference --->		13
SI 3 - Energy Infrastructure	Aligned with heating hierarchy	Applicant/Heat Network Stakeholder correspondence	Received but items still outstanding	Potential Compliance-Pending Information	8
		Heating system details provided	Received but items still outstanding		9
	Acceptable Design	Futureproofed DHN connection drawings	Received but items still outstanding		9
		Site heat network drawings	Not yet received - applicant to submit and provide reference --->		9
		Details of management measures proposed	Not yet received - applicant to submit and provide reference --->		5
SI 4 - Managing Heat Risk	Aligned with cooling hierarchy	Completed GHA overheating tool	Not yet received - applicant to submit and provide reference --->	Potential Compliance-Pending Information	18
		CIBSE dynamic overheating analysis	Received but items still outstanding		6,7
		Confirmation that cooling criteria have been met	Received but items still outstanding		7

Application Metrics	Outline Value (if applicable)	Detailed Stage 1 Value	Detailed Final Value
Domestic carbon emissions		80%	
Non-domestic carbon emissions		4%	
Carbon offset payment amount		£168,211	
kWp renewable generation capacity		TBC	
kWh annual renewable energy generation		TBC	
Sqm of proposed PV array		TBC	
Calculated SCOP of heat pumps		N/A	
Heat fraction provided by heat pumps		95% (waste heat)	
Flow/Return temperatures proposed		TBC	
Distribution loss assumption		TBC	
Energy Use Intensity		TBC	
Space Heating Demand		TBC	
Whole Life Carbon Assessment		Received and Under Separate Consultation	
Innovative Features			

Detailed Comments - Applicant MUST provide detailed responses to the below items

Comment No.	GLA Stage I Date: 12/09/23	Applicant's Stage I response Date:	GLA Post Stage I response Date:	Applicant's Post Stage I response Date:
Documents to be secured				
	Energy Strategy Addendum (02/08/2023)			
General compliance comments				
1	The energy strategy could be compliant with the London Plan 2021 policies however, the applicant is required to submit the additional information to demonstrate policy compliance which has been requested below.			
2	The applicant's response to GLA's energy comments should be provided directly within this Energy Memo. Any wider supporting material submitted should be referenced within the applicant's memo response The applicant should submit the GLA's Carbon Emission Reporting spreadsheet in excel format. The applicant should ensure that all tabs are completed as per methodology on Introduction tab			
Be Lean				
3	Based on the information provided, the domestic element of the proposed development is estimated to achieve a reduction of 16.1 tonnes per an (23%) in regulated CO2 emissions compared to a 2021 Building Regulations compliant development. The supporting TER and DER worksheets for all sample units should be provided. The applicant proposes a thermal bridging y-value of 0.01W/m2K. Within the modelling of the thermal bridging there are several values that have 0 psi. The applicant should confirm if this is due to the curtain walling and demonstrate that these have been included in the unitised curtain wall system U-Value calculation. Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 2.8 tonnes annum (6%) in regulated CO_2 emissions compared to a 2021 Building Regulations compliant development. The applicant should provide the BRUKL output documents as these could not be located within the submission folder.			
4	The applicant should note that the London Plan includes a target of a minimum 15% improvement on 2021 Building Regulations from energy efficiency which applicants should target. The applicant should therefore consider modelling additional energy efficiency measures to meet the EE target.			

5	The applicant should consider and minimise the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. This should cover the parameters set out in the guidance and include a confirmation of the quality assurance mechanisms that will be considered as part of the strategy. See GLA Energy Assessment Guidance June 2022 paragraphs 7.16-7.19 for further details.
Overheating	
6	The results of the Dynamic Overheating Analysis, using the CIBSE TM59 methodology, demonstrate that all sample units comply with DSY1 assuming a g-value of 0.4-0.5 and mechanical cooling. The applicant has provided a scenario with windows unrestricted that demonstrates compliance with DSY1. The applicant should confirm the ventilation strategy and opening areas assumed for this scenario. The applicant has then suggested the use of active cooling throughout the residential part. Any cooling provision (both cooling capacity and number of units provided with cooling) should be minimised. The applicant should quantify the number of units that will require cooling and the expected cooling load associated. They should clarify whether all facades will be affected by noise restrictions or there are some that are passing (such as living rooms on the sample units provided. They should consider lower energy intensive active methods such as trim cooling peak lopping. The applicant should provide details on the set point and control strategy, to ensure that the system will not be used for comfort cooling. The applicant has confirmed that the overheating assessment has taken account all the requirements and limits set out in Approved Document O. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files. For the non-domestic mechanically controlled areas, the area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.
7	The applicant is encouraged to submit a Dynamic Overheating Analysis to assess the overheating risk on any hotel rooms to mitigate overheating passively. This should follow the CIBSE TM52 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario. The applicant is also encouraged to also investigate the risk of overheating using the DSY 2 & 3 weather files.
Be Clean	
8	The applicant has identified the Proposed Energetik district heating network within the vicinity of the development and is proposing to connect to the network. They have suggested that they have been engaging to discussions with Energetik since 2019 and the latest telephone conversation suggested that the DEN will be available on the heat on date of the development. The table shows that there is a connection and supply agreement for the residential and non-residential part. This should be provided. Connection to the network should continue to be prioritised and further evidence of active two-way correspondence with the network operator should be provided. This must include for completeness the following: confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the CO_2 emission factor, installation cost and timescales for connection. This connection is to be secured through a **suitable condition or legal wording**. The applicant should not that only technical feasibility should be included in the condition. The applicant should be **conditioned** to connect to the Proposed Energetik District Heating network and are required to continue discussions with Energetik to progress this connection. A draft connection agreement should be provided to the local authority prior to commencement of works onsite to demonstrate that a connection will be established by the developments heat on date.
9	The applicant is proposing a communal heat network supplied by a centralised energy centre. It should be confirmed that all apartments and domestic building uses will be connected to the heat network. A drawing/schematic showing the route of the heat network linking all buildings/uses on the site has been provided alongside a drawing indicating floor area, internal layout and location of the energy centre. The applicant has provided a commitment that the development is designed to allow future connection to a district heating network. This should include a single point of connection to the district heating network. This requirement is to be secured through a **suitable condition or legal wording**. A drawing has been provided demonstrating space for heat exchangers in the energy centre/centres, and a safe-guarded pipe route to the site boundary. Since there is a vey strong opportunity to connect, a further more detailed drawing should be provided demonstrating the equipment and space allowance that will be made in consultation with Energet
Be Green	
10	The applicant is proposing to install PV panels. The applicant should provide the capacity (kWp), total net area (m2) and annual output (kWh) of proposed PV array. A roof layout has been provided, however, it appears that there might be additional space for PV as lower roof areas have not been provided and the stairs overrun. The applicant should reconsider the PV provision and the should provide a detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised and clearly outlining any constraints to the provision of further PV, such as plant space or solar insolation levels. The applicant is expected to situate PV on any green/brown roof areas using bio solar arrangement and should indicate how PV can be integrated with any amenity areas. The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been
11	As per comment 8 above connection to the proposed DHN should be prioritised. If the connection is not available the applicant should take into account the below. The applicant should propose one communal heat network supplied by one centralised energy centre. Justification should be given in terms of WLC for any demands not served by centralised heat pumps. Should heat pumps be proposed, further information on the heat pumps should be provided including: a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. They should demonstrate how the heat fraction from heat pump technologies has been maximised. b. Details of the Seasonal Coefficient of Performance (SCOP) and/or Seasonal Energy Efficiency ratio (SEER) and how these have been calculated for the specific proposed system's operation. This should incorporate the expected heat source and heat distribution temperatures (for space heat and hot water)and the distribution loss factor, which should be calculated based on the above information and used for calculation purposes.
Whole Life-Cycle Carbon Assessment	
12	The applicant has submitted a WLC assessment which will be reviewed separately; comments will be provided. The WLC assessment should be presented separately in excel using the GLA's WLC assessment template and should follow the GLA WLC guidance. The template and guidance are available here: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance. Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.
Be Seen Energy Monitoring	
13	A commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out ir 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through a **suitable legal wording.** The 'Be Seen' reporting spreadsheet has been developed to enable development teams to capture all data offline before this is submitted via the webform. Once the planning stage CO2 emissions have been agreed with GLA, the applicant should confirm that the planning stage data has been submitted to GLA.
Energy Use Intensity and Space Heating Demand Reporting	

14	EUI and space heating demands should be provided. The applicant should confirm the methodology used for these calculations. The applicant should provide commentary if the expected performance is higher than the reference values of Table 4 of GLA guidan
Other points	
15	The carbon dioxide savings of the non-domestic element fall short of the on-site target within the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductio
16	The applicant has confirmed the carbon shortfall in tonnes CO2 and the associated carbon offset payment that will be made to the borough. The **draft s106 agreement** should be submitted when available to evidence the carbon offset agreement with the borou
17	The applicant should provide the relevant modelling output sheets (i.e. TER, DER, BRUKL) for all the different stages of the energy hierarchy.
18	The applicant should complete and submit the Good Homes Alliance Early Stage Overheating Risk Tool.
Move resolved comments under this section	

Domestic (detailed)

SAP 10.2	Total residual regulated CO_2 emissions	Regulated CO_2 emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	71		
Energy Efficiency	54.9	16.1	23%
CHP	12.7	42.2	59%
Renewable energy	14.2	-1.5	-2%
Total		56.8	80%

Non-domestic (detailed)

SAP 10.2	Total residual regulated CO_2 emissions	Regulated CO_2 emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	46.5		
Energy Efficiency	43.7	2.8	6%
CHP	43.7	0	0%
Renewable energy	44.8	-1.1	-2%
Total		1.7	4%

Carbon offsetting (detailed)

	Shortfall (tonnes per annum)	Shortfall (£)
Domestic	14.2	40470
Non-domestic	44.8	127680
Total	59	168150

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Energy Memo: GLA Consultation

Case details

Date of first review:	12/09/2023
Case Name:	Tottenham Hotspur Stadium
Case Number:	2023/0586
Case Officer:	Martin Jones
London Borough:	Haringey
Application Type (Outline/Hybrid/Detailed):	S73 Application
Applicant:	Tottenham Hotspur Property Company Limited
Energy Consultant:	Buro Happold
Document Title:	Energy Strategy Addendum
Document Date:	02/08/2023

Development proposals

Use	Floorspace/Number of units
Residential	TBC units
Hotel	TBC m²

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Compliance Schedule - To be completed by the GLA Energy Officer

Policy	Policy Sub-Area	Required Data (In line with EAG)	Status	Policy Compliance	GLA Comment Reference
SI 1 - Improving Air Quality (relating only to air quality impacts of energy systems; separate air quality officer consultation required)	Measures/design features to reduce exposure to air pollution	Measures to minimise NOx emissions from energy systems	N/A	Compliant	
SI 2 - Minimising Greenhouse Gas Emissions (excluding SI-2-F- WLC; separate WLC consultation required)	Be Lean emissions reduction	Details of energy efficiency measures	Received but items still outstanding	Potential Compliance-Pending Information	3,4
		Alignment with Cooling and Overheating	Received but items still outstanding		6,7
		Be Lean 10% and/or 15% reduction achieved	Received but items still outstanding		3,4
		EUI and space heating demands provided	Received but items still outstanding		14
	Be Clean	SI 3 - Energy Infrastructure data provided (see below)	Received but items still outstanding		8,9
	Be Green Renewable generation maximisation	Roof Layout detailing maximised PV proposal	Received and nothing further required		10
		PV array metrics provided	Received and nothing further required		10
		Heat Pump arrangement confirmed	N/A		11
	Total carbon reduction on-site	Confirmation of carbon emission factors used	Received; SAP 10.2 proposed and nothing further required		
		GLA carbon emission reporting spreadsheet v2.0	Received and nothing further required		2
		Supporting Modelling Outputs (BRUKLs/DER Worksheets)	Received and nothing further required		17
		On-site minimum met	Received but items still outstanding		15
	Carbon offset payment confirmed	Draft S106 wording of carbon offset (from borough)	Not yet received - applicant to submit and provide reference --->		16
	Be Seen commitment provided	Written confirmation/understanding of data requirements	Not yet received - applicant to submit and provide reference --->		13
		Confirmation of Planning Stage 1 submission	Not yet received - applicant to submit and provide reference --->		13
SI 3 - Energy Infrastructure	Aligned with heating hierarchy	Applicant/Heat Network Stakeholder correspondence	Received but items still outstanding	Potential Compliance-Pending Information	8
		Heating system details provided	Received and nothing further required		9
	Acceptable Design	Futureproofed DHN connection drawings	Received but items still outstanding		9
		Site heat network drawings	Not yet received - applicant to submit and provide reference --->		9
		Details of management measures proposed	Not yet received - applicant to submit and provide reference --->		5
SI 4 - Managing Heat Risk	Aligned with cooling hierarchy	Completed GHA overheating tool	Received and nothing further required	Potential Compliance-Pending Information	18
		CIBSE dynamic overheating analysis	Received but items still outstanding		6,7
		Confirmation that cooling criteria have been met	Received but items still outstanding		7

Application Metrics	Outline Value (if applicable)	Detailed Stage 1 Value	Detailed Final Value
Domestic carbon emissions		80%	
Non-domestic carbon emissions		8%	
Carbon offset payment amount		£196,365	
kWp renewable generation capacity		17	
kWh annual renewable energy generation		13,064	
Sqm of proposed PV array		77	
Calculated SCOP of heat pumps		N/A	
Heat fraction provided by heat pumps		95% (waste heat)	
Flow/Return temperatures proposed		60/35°C	
Distribution loss assumption			
Energy Use Intensity		51.1 Resi / 239.0 Non-resi	
Space Heating Demand		5.5 Resi / 17.1 Non-resi	
Whole Life Carbon Assessment		Received and Under Separate Consultation	
Innovative Features			

Detailed Comments - Applicant MUST provide detailed responses to the below items

Comment No.	GLA Stage I Date: 12/09/23	Applicant's Stage I response Date:	GLA Post Stage I response Date: 03/11/2023	Applicant's Post Stage I response Date:
Documents to be secured				
	Energy Strategy Addendum (02/08/2023)			
General compliance comments				
1	The energy strategy could be compliant with the London Plan 2021 policies however, the applicant is required to submit the additional informa to demonstrate policy compliance which has been requested below. The applicant's response to GLA's energy comments should be provided directly within this Energy Memo. Any wider supporting material submitted should be referenced within the applicant's memo response.	**Noted.** **A revised energy statement has been issued (October 2023, revision P05)**	The energy strategy could be compliant with the London Pla 2021 policies however, the applicant is required to submit the additional information to demonstrate policy compliance which has been requested below. The applicant's response to GLA's energy comments should be provided directly within this Energy Memo. Any wider supporting material submitted should be referenced within the applicant's memo response.	
2	The applicant should submit the GLA's Carbon Emission Reporting spreadsheet in excel format. The applicant should ensure that all tabs are completed as per methodology on Introduction tab.	**Noted. The spreadsheet has been issued with the above report.**	The applicant has provided the emissions spreadsheet. Spreadsheet may need updating depending on responses to the following comments.	
Be Lean				
3	Based on the information provided, the domestic element of the proposed development is estimated to achieve a reduction of 16.1 tonnes annum (23%) in regulated CO2 emissions compared to a 2021 Building Regulations compliant development. The supporting TER and DER worksheets for all sample units should be provided. The applicant proposes a thermal bridging y-value of 0.01W/m2K. Within the modelling of the thermal bridging there are several values that have 0 psi. The applicant should confirm if this is due to the curtain walling and demonstrate that these have been included in the unitised curtain wall system U-Value calculation.	**SAP worksheets were provided in the Appendix. Confirmed, this is due to curtain walling. Linear thermal loses between all the curtain wall elements were included in the facade calculations. The Energy Statement has been updated demonstrating that these were considered. Further to this, a summarising table of how the thermal bridges were considered, how they have been modelled in SAP and their psi-values has been provided in the report.**	The applicant has detailed the thermal bridges included in the curtain wall U-value. The applicant should provide the curtain wall U-value calculations. **This item is outstanding.**	
4	Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 2.8 tonnes per annum (6%) in regulated CO emissions compared to a 2021 Building Regulations compliant development. The applicant should provide the BRUKL output documents as these could not be located within the submission folder. The applicant should note that the London Plan includes a target of a minimum 15% improvement on 2021 Building Regulations from energy efficiency which applicants should target. The applicant should therefore consider modelling additional energy efficiency measures to meet the EE target.	**BRUKLs are included with Energy Statement Revision P05 issue.** **Energy demand is excessively dominated by domestic hot water demand. Waste Water Heat Recovery would be an ideal design solution, but the DSM methodology does not account for this. An alternate approach has been proposed but will need to be signed off and agreed with the Building Control officer.**	Based on the information provided, the non-domestic element of the proposed development is now estimated to achieve a reduction of 5.5 tonnes per annum (9%) in regulated CO2 emissions. This is an improvement on the previous amount of 6%. The applicant should detail what changes have been made to improve the carbon savings. The applicant could propose WWHR to reduce the overall DHW consumption - this would be welcomed. It is acknowledged that it is currently not accounted for in DSM methodology but will reduce CO2 emissions in real-life. **This item is outstanding.**	
5	The applicant should consider and minimise the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. This should cover the parameters set out in the guidance and include a confirmation of the quality assurance mechanisms that will be considered as part of the strategy. See GLA Energy Assessment Guidance June 2022 paragraphs 7.16-7.19 for further details.	**Correspondance from Energetik: All our tariff charges are updated annually in accordance with inflation, and guaranteed by our contract with the end user. Our Availability charge is updated according to changes in the Consumer Price Index (CPI). Our Unit Charge for heat is updated according to changes in the retail gas component of CPI. Our charges change by CPI for the Availability Charge and the gas component of CPI for the Unit Charge each year on 1st April. However, there has been an unprecedented rise in the gas component of CPI over the last 2 years. For the last two years Energetik has applied a 'price discount' to its Unit Charge to help protect its customers from the highly volatile energy prices. This has ensured that we remain below the price of gas.**	The applicant should review the measures outlined in paragraphs 7.16-7.19 in the GLA Energy Assessment Guidance and outline how the design will minimise cost to occupants. **This item is outstanding.**	
Overheating				
6	The results of the Dynamic Overheating Analysis, using the CIBSE TM59 methodology, demonstrate that all sample units comply with DSY1 assuming a g-value of 0.4-0.5 and mechanical cooling. The applicant has provided a scenario with windows unrestricted that demonstrates compliance with DSY1. The applicant should confirm the ventilation strategy and opening areas assumed for this scenario. The applicant has then suggested the use of active cooling throughout the residential part. - Any cooling provision (both cooling capacity and number of units provided with cooling) should be minimised. - The applicant should quantify the number of units that will require cooling and the expected cooling load associated. - They should clarify whether all facades will be affected by noise restrictions or there are some that are passing (such as living rooms on the sample units provided. - They should consider lower energy intensive active methods such as trim cooling peak lopping. - The applicant should provide details on the set point and control strategy, to ensure that the system will not be used for comfort cooling. The applicant has confirmed that the overheating assessment has taken account all the requirements and limits set out in Approved Document O. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.	**The apartments, when analysed with an unconstrained facade, comply with TM59 overheating requirements. Acoustics requirements, due to noisy crowds on event days, mean that windows would need to be closed. Consequently, during an event, the apartments may overheat and comfort cooling becomes necessary. Nonetheless, in order for the scheme to remain commercially viable, an apartment that can be operate passively but with the option of comfort cooling is more desirable.** **Cooling provision has been minimised through building orientation (SE-NW aligned building) and modest glazing ratios (comparable to the Notional Building). The acoustician has confirmed that all facades will be affected by noise restrictions.** **Trim cooling peak lopping is not feasible to achieve the cooling required as a result of the acoustics restrictions.** **The acoustician's report confirms that all facades will be affected by noise restrictions on bedrooms and hotel rooms.** **Details on the control strategy will be provided at Schematic and Detail Design, it is not normal to define this level of Detail at Concept Design.** **DSY 2 and DSY 3 weather files have been run on the unconstrained facade with results presented in the revised version of the energy strategy (revision P05) in table 11-2. Future mitigation has been considered.**	The applicant has confirmed all facades will be affected by noise. Additionally, windows are required to be modelled as closed in the day due to noise. Comfort cooling for marketable reasons is not accepted. The applicant should detail why a trim cooling system would not be feasible. A comparison between a trim cooling and active cooling system should be provided. The applicant should be conditioned to provide a minimum cooling setpoint and appropriate controls to ensure the system will not be used for comfort cooling. **This item is outstanding.**	

7	For the non-domestic mechanically controlled areas, provide the area weighted average (MJ/m2) and - total (MJ/year) cooling demand for the actual and notional building and - the applicant should demonstrate that the actual building's cooling demand is lower than the notional. - The applicant is encouraged to submit a Dynamic Overheating Analysis to assess the overheating risk on any hotel rooms to mitigate overheating passively. This should follow the CIBSE TM52 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario. The applicant is also encouraged to also investigate the risk of overheating using the DSY 2 & 3 weather files.	**The feasibility determines that the Hotel needs to be in operation by 2028 for the European Championships, therefore a faster method of construction is required to achieve this (i.e. a curtain walling system). However, curtain walling has a limited thermal performance. Consequently, the g-value has had to be *increased* to ensure the U-value (as required by Part L1 FEE) can be practically achieved.** **However, in order to achieve acceptable aesthetics, the g-value needs to remain constant with building height across both the residential demise and the commercial hotel. So a reduced g-value can only be applied on the commercial hotel to the secondary facade typology (the folded blades). This design move has been implemented in the updated Energy Strategy so the Actual Building cooling demand is no worse than the Notional Building.** **The risk of overheating using the DSY 2 and 3 weather files has been presented in the revised Energy Statement (P05)** **CIBSE TM52 is a natural ventilation methodology and therefore not applicable to buildings that have comfort cooling. Passive design measures have proven to limit the comfort cooling requirement given the Actual Cooling demand is no worse than the Notional.**	The applicant has confirmed that the actual cooling demand is less than the notional. This is welcomed. **Nothing further is required.**
Be Clean			
8	The applicant has identified the Proposed Energetik district heating network within the vicinity of the development and is proposing to connect to the network. They have suggested that they have been engaging to discussions with Energetik since 2019 and the latest telephone conversa suggested that the DEN will be available on the heat on date of the development. The table shows that there is a connection and supply agreement for the residential and non-residential part. This should be provided. Connection to the network should continue to be prioritised and further evidence of active two-way correspondence with the network operator should be provided. This must include for completeness the following: confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the C0mission factor, installation cost and timescales for connection. This connection is to be secured through a **suitable condition or legal wording**. The applicant should not that only technical feasibility should be included in the condition. The applicant should be **conditioned** to connect to the Proposed Energetik District Heating network and are required to continue discussions with Energetik to progress this connection. A draft connection agreement should be provided to the local authority prior to commencement of works onsite to demonstrate that a connection will be established by the developments heat on date.	**The table provided in the Energy Statement was a summary of the discussions and engagement with Energetik since 2019, the reference in question was to highlight the subject of discussion, it was not intended to report that a DEN supply agreement had been formalised. For clarity, there is no formal agreement as yet.** **We have updated the Energy Statement with further detail of a more recent email exchange with Energetik that help to answer your questions on capacity/timescales/emissions factor and details on installation cost.** **The applicant acknowledges that the existing permission already contains DEN connection planning obligations, which remain extant and which they still intend to comply with. The existing connection obligations in s106 are subject to both technical and financial feasibility.** **Please note that technically work on site has already started, with the foundations and part of the basement already built. That said, the client is in the process of appointing a specialist to help step up negotiations with Energetik, it is the intention to have some form of agreement in place prior to April 2024, the proposed restarting of works onsite.** **Further evidence has been included in the Appendix of the revised energy strategy. We have recently been notified that the carbon factor of the DEN is 0.022 kgCO2/kWh, slightly worse than what was previously stated. This does not significantly affect the results as the Notional Building uses the same Carbon Factor.** **ENERGETIK :** **Fundamentally the BRE design note and SAP means that Energetik's carbon calculation are based on displaced electricity, meaning that as electricity decarbonises so does the heat from an EfW plant. So heat networks connected to an EfW facility now use this same method without needing to calculate their own carbon factor based on the following BRE statement in the attached. We believe that we will exceed 97% of our heat from the EfW, but we accept the BRE technical note's assessment that each year 97% heat is derived from the EfW, and 3% from gas boilers.** **EfW carbon factor [kgCO2/kWh] of (0.136/10 * 0.97) = 0.013192, and** **Back up boiler carbon factor [kgCO2/kWh] of (0.210/0.85 * 0.03) = 0.007412** **So Carbon factor for EfW [kgCO2/kWh] is 0.013192 + 0.007412 = 0.0206 kgCO2/kWh.** **Then we have around a 7% heat loss from the EfW to our energy centre to the boundary of your development, so 0.022 kgCO2/kWh at the development boundary.**	The applicant's response is welcomed. Connection to the network should continue to be prioritised and further evidence of active two-way correspondence with the network operator should be provided. This must include for completeness the following: confirmation or otherwise from the network operator that the network has the capacity to serve the new development and direct confirmation of the carbon factor. This connection is to be secured through a **suitable condition or legal wording**. The applicant should note that only technical feasibility should be included in the condition. The applicant should be **conditioned** to connect to the proposed Energetik District Heating network and are required to continue discussions with Energetik to progress this connection. A draft connection agreement should be provided to the local authority prior to re-commencement of works onsite to demonstrate that a connection will be established by the developments heat on date. **This item is outstanding.**
9	The applicant is proposing a communal heat network supplied by a centralised energy center. It should be confirmed that all apartments and domestic building uses will be connected to the heat network. A drawing/schematic showing the route of the heat network linking all buildings/uses on the site has been provided alongside a drawing indicating the floor area, internal layout and location of the energy center. The applicant has provided a commitment that the development is designed to allow future connection to a district heating network. This should include a single point of connection to the district heating network. This requirement is to be secured through a suitable condition or legal wording. A drawing has been provided demonstrating space for heat exchangers in the energy center/centers, and a safe-guarded pipe route to the site boundary. Since there is a very strong opportunity to connect, a further more detailed drawing should be provided demonstrating the equipment and space allowance that will be made in consultation with Energet	**A more detail drawing has been provided in the updated Energy Statement (revision P05 dated 20/10/23) showing the anticipated plant and associated layout.**	The applicant has provided a drawing showing space for an energy centre within the basement. The applicant should confirm if the connection point has been agreed with the network operator. **This item is outstanding.**
Be Green			
10	The applicant is proposing to install PV panels. The applicant shoul - provide the capacity (kWp), total net area (m2) and annual output (kWh) of the proposed PV array. A roof layout has been provided, however, it appears that there might be additional space for PV as lower roof areas have not been provided and the stairs overrun. The applicant should reconsider the PV provision and they should - provide a detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised and - clearly outlining any constraints to the provision of further PV, such as plant space or solar insolation levels. The applicant is expected to sit PV on any green/brown roof areas using bio solar arrangement and should - indicate how PV can be integrated with any amenity areas.	**The updated Energy Strategy contains this information within Appendix E. The PV area is 90 sqm.** **As shown in the development information tab of the GLA carbon emissions reporting spreadsheet, the peak power output is kWp = 17.31 kW, total net PV area is modelled as 76.5 m2 and the annual output, as calculated in the BRUKL, is 13,064 kWh/year.** **Changes to the roof plans and elevations have recently been agreed with LBH following the QRP. An updated rooftop PV layout has been provided in the revised Energy Statement, but the area is approximately the same as before. The additional PV has been shown on a roof diagram in the updated Energy report p05. Consideration for PV in other locations has been extensively reviewed but dismissed on the following grounds: Vertical PV on SE and NW facades results in unacceptable embodied carbon payback times due to inefficient generation; PV mounted on brise soleil is unacceptable for fire risk; PV mounted above plant is unacceptable for heat rejection; other flat roof availability is dedicated to amenity space.**	The applicant has detailed the PV spec and provided a roof layout highlighting the optimisation of space for PV. This is welcomed. **Nothing further is required.**
11	The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been As per comment 8 above connection to the proposed DHN should be prioritised. If the connection is not available the applicant should take account the below. The applicant should propose one communal heat network supplied by one centralised energy center. Justification should be given in terms of WLC for any demands not served by centralised heat pumps. Should heat pumps be proposed, further information on the heat pumps should be provided including: a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. They should demonstrate how the heat fraction from heat pump technologies has been maximised. b. Details of the Seasonal Coefficient of Performance (SCOP) and/or Seasonal Energy Efficiency ratio (SEER) and how these have been calculated for the specific proposed system's operation. This should incorporate the expected heat source and heat distribution temperatures (for space heat and hot water)and the distribution loss factor, which should be calculated based on the above information and used for calculation purposes.	**If the DEN option becomes unviable then this information will be provided.**	Clarification is welcomed. The applicant should be conditioned to provide an updated energy statement if the energy strategy changes. **Nothing further is required.**
Whole Life-Cycle Carbon Assessment			
12	The applicant has submitted a WLC assessment which will be reviewed separately; comments will be provided. The WLC assessment should be presented separately in excel using the GLA's WLC assessment template and should follow the GLA WLC guidance. The template and guidance are available here: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance. Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.	**Noted. A revised version of the WLC spreadsheet has been provided in response to comments from the Haringey Officer and the Quality Review panel (minor changes include - quantity of demolition material, and more detail on the further reductions being considered).**	This item will be dealt with by the WLC officer. **Nothing further is required.**
Be Seen Energy Monitoring			
13	A commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured thro **suitable legal wording.** The 'Be Seen' reporting spreadsheet has been developed to enable development teams to capture all data offline before this is submitted via the webform. Once the planning stage CO2 emissions have been agreed with GLA, the applicant should confirm that the planning stage data has been submitted to GLA.	**We can confirm that the webform will be submitted once the planning stage CO2 emissions have been agreed with the GLA.**	The applicant has detailed the proposed metering strategy within the report, with extensive metering proposed. Once the planning stage CO2 emissions have been agreed with GLA, the applicant should confirm that the planning stage data has been submitted to GLA. **This item is outstanding.**
Energy Use Intensity and Space Heating Demand Reporting			
14	EUI and space heating demands should be provided. The applicant should - confirm the methodology used for these calculations. - The applicant should provide commentary if the expected performance is higher than the reference values of Table 4 of GLA guidance.	**An EUI estimation has been provided in the updated GLA Energy Spreadsheet.**	The applicant should provide commentary if the expected performance is higher than the reference values of Table 4 of GLA guidance. **This item is outstanding.**
Other points			
15	The carbon dioxide savings of the non-domestic element fall short of the on-site target within the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions.	**The Part L2 analysis is significantly dominated by domestic hot water demand. This is out of our control (evidenced in the BRUKL report). A Waste Water Heat Recovery system has been considered but there is no official methodology for including this design feature within a Part L2 dynamic simulation. We have investigated accounting for WWHR using the Simplified Building Energy Method, but this would need approval from the Building Control Officer. If approval is granted, this design feature would improve the carbon savings by a further +10% over the Notional Building.** **There are no additional practical of feasible design interventions that we can apply to the building.**	The applicant could propose WWHR. Although there is no way to model this currently, this would be welcomed. **This item is outstanding.**
16	The applicant has confirmed the carbon shortfall in tonnes CO2 and the associated carbon offset payment that will be made to the borough. The **draft s106 agreement** should be submitted when available to evidence the carbon offset agreement with the borough.	**Noted**	The draft s106 agreement should be submitted when available to evidence the carbon offset agreement with the borough. **This item is outstanding.**
17	The applicant should provide the relevant modelling output sheets (i.e. TER, DER, BRUKL) for all the different stages of the energy hierarchy.	**BRUKLs are provided as separate files.**	BRUKLs have been included. **Nothing further is required.**
18	The applicant should complete and submit the Good Homes Alliance Early Stage Overheating Risk Tool.	**See Appendix D in the updated Energy Strategy report.**	GHA tool has been included. **Nothing further is required.**
Move resolved comments under this section			

Received: SAP 10.2 proposed and nothing further required
Received: SAP 10 proposed and nothing further required
Received: SAP 2012 proposed and nothing further required
Received: SAP 10.2 proposed but items still outstanding
Received: SAP 10 proposed but items still outstanding
Received: SAP 2012 proposed but items still outstanding
Not yet received - applicant to submit and provide reference --->
N/A

Domestic (detailed)

SAP 10.2	Total residual regulated CO_2 emissions	Regulated CO_2 emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	71		
Energy Efficiency	54.9	16.1	23%
CHP	12.7	42.2	59%
Renewable energy	14.2	-1.5	-2%
Total		56.8	80%

Non-domestic (detailed)

SAP 10.2	Total residual regulated CO_2 emissions	Regulated CO_2 emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	59.4		
Energy Efficiency	53.8	5.6	9%
CHP	53.8	0	0%
Renewable energy	54.7	-0.9	-2%
Total		4.7	8%

Carbon offsetting (detailed)

	Shortfall (tonnes per annum)	Shortfall (£)
Domestic	14.2	40470
Non-domestic	54.7	155895
Total	68.9	196365

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WLC Memo: GLA Consultation

Case details

Date of first review:	02/11/2023
Case Name:	Tottenham Hotspur Stadium
Case Number:	2023/0661
Case Officer:	Martin Jones
London Borough:	Haringey
Application Type (Outline/Hybrid/Detailed):	Hybrid
Applicant:	Tottenham Hotspur Property Company Limited
WLC Consultant:	Buro Happold
Document Title:	231020_NDP Hotel WLC GLA_P04
Document Date:	25/07/2023

Development proposals

Use	Floorspace/Number of units
	27,378 m^2
	m^2
	m^2

Samuel Uff

From: Martin Jones <Martin.Jones@london.gov.uk>
Sent: 06 November 2023 09:29
To: Hannah Cox
Cc: Samuel Uff
Subject: RE: Spurs Stadium S73
Attachments: 231106 THFC Hotel GLA Energy Memo.xlsx; 231106 THFC Hotel GLA WLC Memo.xlsx

Hi Hannah

Thanks for the responses. Please see attached energy and WLC comments.

The CE template needs to be provided before CE comments can be completed, available here: https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance.

There no response to the UGF comments – is that coming separately?

Water
In response to our Stage 1 comments, the Applicant provided a Sustainability Statement and correspondence with Thames Water (25 October 2023).
Thames Water has confirmed that it has capacity to accept the proposed discharge rate of 4.4 l/s. This is supported, however further assessment of reducing this rate as close to QBAR for the site should be undertaken.
Further information is still required to be able to understand the sewer flood risk to the site.
The "Northumberland Development Project Hotel S73 Application" has been provided with tracked changes. This should be corrected and resubmitted.
Other comments raised in the Stage 1 response still stand as no further information has been submitted:
• Within the south-west section of the red line boundary of the site, there is the possibility of fluvial flooding as this section is located within Flood Zone 2. However from the development proposal it looks as though this will not impact the proposed hotel as per Figure 2-3. It should also be confirmed in the FRA that ground levels within the area of Flood Zone 2 are remaining the same as existing, and as such, will not displace fluvial floodwater off site.
• Latest EA reservoir mapping shows that the southern extent of the site is at risk of reservoir flooding when river levels are normal. If the applicant can confirm the ground levels in Flood Zone 2 are remaining the same and that no sensitive receptors are proposed, a Flood Warning and Evacuation Plan (FWEP) should not be required.
• Figure 4-3 is very high-level map which means it is difficult to tell the exact groundwater flood risk to the site. However as there is the potential for elevated groundwater beneath the site. Groundwater monitoring should be undertaken ideally during winter months to inform the exact mitigation measures required, to be secured by condition. This should then be used to inform mitigation at the site for the basement elements.
• It is unclear the level of risk to the site from sewers as this is not fully reviewed in the FRA. Further information should be provided within the FRA, including the analysis of local sewer networks.
• A greenfield runoff rate has been provided in Appendix E, the SuDS Proforma, however, this has not been referenced in the main body of the report and no consideration has been given to the practicality of discharging at greenfield rate.
• Discharge rates can be readily restricted to well below 5l/s using suitably protected orifice plates or proprietary products such as vortex control devices.
• The drainage strategy assumes that infiltration is not feasible. There is a reasonable possibility that the site, or parts of it, are in fact suitable for infiltration. Soakage tests at various points across the site should be undertaken to examine the feasibility of infiltration.
• In terms of SuDS, it is noted that the Sustainability Statement now includes rain gardens and permeable paving as well as the below ground attenuation tanks proposed in the drainage strategy. Rainwater harvesting and green roofs should also be provided to satisfy the requirements of The London Plan 2021 Policy SI.13. Currently a conservative scenario has been adopted whereby no reuse of rainwater is assumed. The Applicant should revise the drainage

strategy to incorporate a range of SuDS to provide the required water quantity, quality, biodiversity, and amenity benefits.
• No calculations for the Greenfield Runoff Rate have been provided. This does not provide sufficient detail to support the proposed drainage strategy. Hydraulic calculations should be provided including a range of return periods and storm durations and included on the drainage drawings.
• An assessment of exceedance flood flow routes above the 100-year event plus 40% climate change is discussed in Section 3.1.1 but these should be presented and included on drainage strategy drawings.
• No water efficiency information has been provided for the residential components of the development.
• The Applicant should also include water harvesting and reuse to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit.

Kind regards
Martin

Martin Jones

Principal Strategic Planner, Planning
GREATER**LONDON**AUTHORITY
Union Street, London SE1 0LL
07712 545818

london.gov.uk
martin.jones@london.gov.uk

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From: Hannah Cox <hannah.cox@quod.com>
Sent: 24 October 2023 17:28
To: Martin Jones <Martin.Jones@london.gov.uk>
Subject: RE: Spurs Stadium S73

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Martin

Please use the link below to download a pack prepared by Buro Happold which responds to the comments in relation to energy and sustainability.

https://we.tl/t-OTWoUilxgM

The pack includes:

1. Updated Sustainability Statement
2. Updated Energy Strategy Addendum and Appendices
3. Updated carbon emissions GLA spreadsheet
4. GLA Energy Memo spreadsheet
5. Circular Economy Statement
6. Updated WLC GLA spreadsheet
7. Response to GLA comments in respect of drainage, flood risk and water
8. Evidence from Thames Water re. water capacity

Kind regards
Hannah

Samuel Uff

From: Martin Jones <Martin.Jones@london.gov.uk>
Sent: 16 November 2023 15:42
To: Hannah Cox; Samuel Uff
Subject: RE: Spurs Stadium S73

Hi Hannah, Sam

Here are our water responses (all resolved, condition request):

In response to our Stage 2 comments (1 November 2023) the Applicant provided a Drainage, Flood Risk & Water Comments Excel document (7 November 2023).

The consultant has confirmed that "The ground levels within Flood Zone 2 are confirmed to be unchanged as this contains the existing road, pavement and a small part of public realm. It is therefore understood that there will be no displacement of fluvial floodwater off-site as a result of the proposal.". This is supported and no further action is required.

It has been confirmed that the utilities located in the basement incorporate flood resilient measures to protect against reservoir flood risk and that no other sensitive receptors would be at risk. This is supported and no further action is required.

Further evidence has been presented regarding groundwater flood risk. Two boreholes were installed in 2016 and a groundwater level of 12.79mbgl was observed. This is supported and no further action is required.

The consultant has provided further investigation which demonstrates that the sewer risk to the site is low, and Thames Water have confirmed capacity within the network to take the runoff from the site. No further action is required.

As the planning application is for a S73 Minor material amendment to an existing application, the previously agreed surface water discharge of 4.4 l/s is supported and no further action is required.
Further explanation has been provided as to why infiltration techniques have not been utilised, this is supported and no further action is required.

The development includes geocellular attenuation tanks, and rainwater harvesting is provided on the wider masterplan. This has been looked at for the hotel site but is not feasible. This is supported and no further action is required.

As this forms part of a S73 application, greenfield runoff rate calculations are not required as these were previously submitted with the wider application. The proposed discharge of 4.4 l/s for the hotel site is in line with the previously agreed wider drainage strategy proposals. No further action is required.

The applicant has stated that "Exceedance flood flow routes above the 100-year event plus 40% climate change will be presented and included on drainage strategy drawings in the next design stage." This should be added as a condition.

The consultant has confirmed "For the residential component of the development, limiting flow rates on all water fittings have been imposed. The maximum flow rate figures proposed for the residential fittings are less than the requirements of the Approved Document Part G: Sanitation, hot water safety and water efficiency". This is supported and no further action is required.

Kind regards
Martin

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Circular Economy: GLA Consultation

Case Details

1	Development Name	Tottenham Hotspur Stadium
2	Applicant	Tottenham Hotspur Property Company Limited
3	London Borough	Haringey
4	Case Officer	Martin Jones

Planning Application: Proposal

Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act.

Planning Application: Uses - Floorspace

1		13000	m^2
2		14387	m^2
3			m^2
4			m^2
5			m^2
6			m^2
7			m^2
8			m^2
9			m^2
10			m^2
11			m^2
12			m^2
13			m^2
14			m^2
15			m^2
	TOTAL		**m^2**

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Full Application - Circular Economy Statement

GLA STAGE 1

Document Information

1	Date of Review	16/11/2023
2	Document Title	NDP Hotel Circular Economy Statement
3	Author	Buro Happold
4	Document Date	24-Oct-23
5	Template Submitted (Y/N)	Y

Additional Information

Date of Applicant's Response	Please fill in.	**Date of GLA Response**		**Date of Applicant's Response**	

GLA Stage 1 Comments

No	Title	Description	Action Required	Applicant's Stage 1 Response	GLA Post Stage 1 Response	Applicant's Post Stage 1 Response
		Please provide a revised version of the Circular Economy Statement (written report and/or GLA CE template) that incorporates the additional required information, according to the comments below.		Please respond here.		
0	**Policy and Guidance**	London Plan Policy SI7 requires development applications that are referrable to the Mayor of London to submit a Circular Economy Statement, whilst Policy D3 requires development proposals to integrate circular economy principles as part of the design process. Applicants should follow the London Plan Guidance: Circular Economy Statements (March 2022) to produce a written Circular Economy Statement and populate the template. Applicants should complete the template in full in line with the GLA guidance and submit this as an Excel document with the written report. Applicants should ensure they are familiar with the guidance in preparation for submitting their planning application. **The following comments set out how the Applicant's planning application stage Circular Economy Statement submission complies with the policy and guidance.**	It is welcomed that the Applicant has provided a Circular Economy Statement, in line with the adopted London Plan Guidance: Circular Economy Statements (March 2022), including the completed CE template and an accompanying written report. Please refer to the rows below for detailed comments.			
1	**Development Details**	The Applicant **has** provided description of the development.	Nothing further is required.			
1	**Development Details**	The Applicant **has partially** provided details of the proposed development in the template, including gross internal floor area (GIA).	The Applicant should also indicate the use types in the GIA breakdown in the Project Details section of the GLA CE template.	Please respond here.		
2	**Design Approach**	The Applicant **has partially** defined the design approach for the existing site.	Per the comment in Row 31, the Applicant should provide a Pre-Redevelopment Audit exploring the potential to retain the existing buildings, structures and materials. This document should provide evidence for the Applicant's decision tree responses with respect to the existing site. Where demolition is proposed, deconstruction and reuse should be targeted in the first instance in line with the Circular Economy and Waste Hierarchies. Per the comment in Row 32, the Applicant should provide a Pre-Demolition Audit to demonstrate that this has been prioritised.	Please respond here.		
2	**Design Approach**	The Applicant **has** defined the design approach for the new buildings, infrastructure and layers over the lifetime of the development.	Nothing further is required.			
3	**Pre-Redevelopment Audit**	The Applicant **has not** provided a Pre-Redevelopment Audit assessing the existing site, including any buildings, structures and materials.	The Applicant should provide a Pre-Redevelopment Audit at this stage in line with the minimum submission requirements of the GLA guidance. This should provide a detailed description of the existing development and demonstrate that retention has been fully explored in the first instance before considering demolition.	Please respond here.		
3	**Pre-Demolition Audit**	The Applicant **has not** provided a Pre-Demolition Audit to define an inventory of the materials in the building to be managed upon demolition and identify components of the building which can be reused or recycled.	The scope of the proposed demolition is not clear from the information provided. The Applicant should provide a Pre-Demolition Audit at this stage in line with the minimum submission requirements of the GLA guidance. This should demonstrate how the residual value of materials will be maximised and how materials will be reused and recycled.	Please respond here.		
4	**Design Principles**	The Applicant **has partially** summarised the key commitments in the Circular Economy Design Principles by Building Layer.	The Applicant should ensure that the detail provided in the commitments table in the written report is provided in the GLA CE template. The Applicant should also complete the 'Summary', 'Challenges', 'Actions & Counter-Actions, Who and When' and 'Plan to Prove and Quantify' columns, where these will support the development of the strategy post-planning.	Please respond here.		
5	**Bill of Materials**	The Applicant **has** completed the Bill of Materials including metrics through module stages A to D.	It is noted that the material intensity of the substructure is high given the retention proposed. For the frame, the material intensity is very high. The Applicant should review and provide clarification, including revision as necessary. It is noted that the Construction Waste Factors are very low, the Applicant should note that these should b e input as a percentage. As far as possible, the Applicant should provide details of FFE in the Bill of Materials at this stage. The Applicant should demonstrate that 'design for disassembly' has been explored. The Applicant is encouraged to review the end-of-life scenarios proposed to demonstrate that 95% diversion from landfill can be achieved at end-of-life. The Applicant should note that for the purposed of the Bill of Materials, crushing for aggregate can be considered as recycling.	Please respond here.		
5	**Bill of Materials**	The Applicant **has not** confirmed that reused or recycled content will be 20 per cent by value for the whole building and provided supporting calculations.	The Applicant should provide details of the reused and recycled content proposed including supporting calculations in line with GLA guidance.	Please respond here.		
6	**Recycling and Waste Reporting**	The Applicant **has** provided overall waste estimates and relevant cross references in the Recycling and Waste Reporting table.	It is noted that the excavation waste is very low, the Applicant should review and provide clarification, including revision as necessary. The operational waste estimate in the Recycling and Waste Reporting table is very high and it is noted that this differs from the figure stated in Table 3-3 of the written report. The Applicant should note that municipal waste should be reported in tonnes per annum in the Recycling and Waste Reporting table. The Applicant should review and provide clarification, including revision as necessary.	Please respond here.		
6	**Recycling and Waste Reporting**	The Applicant **has not** provided a breakdown of waste management routes in the Recycling and Waste Reporting table which demonstrates compliance with London Plan Policy SI 7 targets for diversion of 95% (by weight/tonnage) construction and demolition waste from landfill and 95% (by weight/tonnage) beneficial reuse of excavation waste.	The Applicant should provide a breakdown of the expected waste management routes for each of the waste streams which demonstrate compliance with London Plan Policy SI 7 targets for diversion of 95% (by weight/tonnage) construction and demolition waste from landfill and 95% (by weight/tonnage) beneficial reuse of excavation waste.	Please respond here.		
7	**Operational Waste**	The Applicant **has not** provided an Operational Waste Management Plan to demonstrate how the proposed development will achieve the relevant targets and meet requirements of London Plan Policies D3, SI 7 and D6.	The Applicant references that an Operational Waste Management Plan has been produced. However, this has not been located as part of the CES or wider planning submission. In line with the minimum submission requirements of the GLA guidance, the Applicant should provide an Operational Waste Management Plan demonstrating how the proposed development will achieve the relevant targets and meet requirements of London Plan Policies D3, SI 7 and D6. The Applicant should refer to section 4.8 of the LPG for the requirements.	Please respond here.		
7	**Operational Waste**	The Applicant **has partially** included a commitment to meet or exceed the London Plan Policy SI7 municipal waste recycling target of 65% (by weight/tonnage) by 2030 or business waste recycling target of 75% (by weight/tonnage) by 2030.	The Applicant has provided a commitment to the London Plan Policy SI 7 municipal waste recycling target of 65% (by weight/tonnage) by 2030 in the Circular Economy Targets table, which is welcomed. However, the Applicant should also provide a commitment to the London Environment Strategy business waste recycling target of 75% (by weight/tonnage) by 2030. The Applicant is strongly encouraged to include these commitments in the Operational Waste Management Plan to support implementation.	Please respond here.		
8	**Circular Economy Targets**	The Applicant **has partially** provided a commitment to targets for demolition waste, excavation waste, construction waste, municipal waste and reused/recycled content in line with GLA policy.	The Applicant should provide commitments to achieving GLA policy targets as a minimum, including to the 20% reused and recycled content (by value) target.	Please respond here.		
8	**Circular Economy Targets**	The Applicant **has not** provided a brief explanation of how performance against each of the key policy targets will be secured through design, implementation and monitoring.	The Applicant should provide some additional information in the Circular Economy Targets table to describe how each of the policy targets will be secured, considering key actions post planning (through detailed design and construction), including the questions 'who, what, when, and how?'	Please respond here.		
9	**Post-Construction Report**	The Applicant **has partially** acknowledged acceptance for a Planning Condition to submit a Post-Construction R eport to the relevant local authority and the GLA at circulareconomystatements@london.gov.uk	The Applicant should also set out an indicative timescale and the party responsible for the provision of this information.	Please respond here.		

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Full Application - Circular Economy Statement

GLA POST STAGE 1

Additional Information

Date of Applicant's Response		**Date of GLA Response**		**Date of Applicant's Response**	

10	**End-of-life strategy**	The Applicant **has not** provided an End-of-Life Strategy, including how this will be communicated to future building owners, managers and occupiers and how the building information will be stored.	The Applicant should provide End-of-Life Strategy as per the GLA's Guidance, including how this will be communicated to future building owners, managers and occupiers and how the building information will be stored. The Applicant should also describe how the end-of-life scenarios as set out in the Bill of Materials will be facilitated by the design.	Please respond here.	
11	**Supporting Documentation**	The Applicant **has not** provided any supporting information as an appendix to the written report.	It is strongly encouraged that the Applicant provide the following additional supporting information as a minimum: • Site Waste / Resource Management Plan • Cut and fill calculations and/or Excavated - Materials Options Assessment • Circular Economy workshop/ meeting notes • Reused or recycled content calculations • Scenario modelling demonstrating adaptability	Please respond here.	

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BNP PARIBAS REAL ESTATE

Real Estate for a changing world

Review of 'Economic Circumstances Statement'

Tottenham Hotspur Stadium, 748 High Road, Tottenham, N17 0AL

FINALREPORT

Prepared for

London Borough of Haringey

November 2023

Contents

1	Introduction and Terms of Reference	3
2	Development Description	5
3	Methodology	7
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5	Appraisal Outputs	11
6	Conclusion	13

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1 Introduction and Terms of Reference

The London Borough of Haringey ("the Council") has commissioned BNP Paribas Real Estate to advise on an 'Economic Circumstances Statement' prepared by Quod on behalf of Tottenham Hotspur Property Company Ltd ("the Applicant") in relation to development proposals at Tottenham Hotspur Stadium, 748 High Road, Tottenham, N17 0AL ('the site").

The development comprises the redevelopment of the site to provide a hotel and 49 apartments.

This report provides an objective review of the Applicant's viability assessment in order to advise the Council whether the Applicant's S73 application to amend the scheme materially alters the economic circumstances of the scheme in comparison to the 2017 revised scheme appraisal.

1.1 BNP Paribas Real Estate

BNP Paribas Real Estate is a leading firm of chartered surveyors, town planning and international property consultants. The practice offers an integrated service from nine offices in eight cities within the United Kingdom and over 180 offices, across 37 countries in Europe, Middle East, India and the United States of America, including 16 wholly owned and 21 alliances. In 2005, the firm expanded through the acquisition of eight offices of Chesterton and in 2007, the firm acquired the business of Fuller Peiser and Strutt & Parker in 2017. We are a wholly owned subsidiary of BNP Paribas, which is the number one bank in France, the second largest bank in the Euro Zone and one of only six top rated banks worldwide.

BNP Paribas Real Estate has a wide-ranging client base, acting for international companies and individuals, banks and financial institutions, private companies, public sector corporations, government departments, local authorities and registered providers ("RPs").

The full range of property services includes:

- Planning and development consultancy;
- Affordable housing consultancy;
- Valuation and real estate appraisal;
- Property investment;
- Agency and Brokerage;
- Property management;
- Building and project consultancy; and
- Corporate real estate consultancy.

This report has been prepared by Jamie Purvis MRICS, RICS Registered Valuer and reviewed by Anthony Lee, MRTPI MRICS, RICS Registered Valuer.

The UK Development Viability and Affordable Housing Consultancy of BNP Paribas Real Estate advises landowners, developers, local authorities and RPs on the provision of affordable housing.

Anthony Lee was a member of the working group which drafted guidance for planning authorities on viability, which was published by the Local Housing Delivery Group in June 2012 as '*Viability Testing Local Plans: Advice to Planning Practitioners*'. He was a member of MHCLG's 'Developer contributions expert panel' which assisted in the drafting of the viability section of the 2019 Planning Practice Guidance. He is also a member of the Mayor of London's Housing Delivery Taskforce expert panel.

In addition, we were retained by Homes England ('HE') advise on better management of procurement of affordable housing through planning obligations.

The firm has extensive experience of advising landowners, developers, local authorities and RPs on the value of affordable housing and economically and socially sustainable residential developments.

1.2 Report Structure

This report is structured as follows:

Section two provides a brief description of the Development;

Section three describes the methodology that has been adopted;

Section four reviews the assumptions adopted by the Applicant, and where necessary, explains why alternative assumptions have been adopted in our appraisals;

Section five sets out the results of the appraisals;

Finally, in **Section six**, we draw conclusions from the analysis.

1.3 The Status of our advice

In preparing this report and the supporting appraisals, we have given full regard to the RICS Professional Standard ('PS') 'Assessing viability in planning under the National Planning Policy Framework for England 2019' (first edition, March 2021). However, paragraph 2.2.3 of the PS acknowledges that statutory planning guidance takes precedence over RICS guidance. Conflicts may emerge between the PS and the PPG and/or other adopted development plan documents. In such circumstances, we have given more weight to the PPG and development plan documents.

In carrying out this assessment, we have acted with objectivity, impartiality, without interference and with reference to all appropriate available sources of information.

We are not aware of any conflicts of interest in relation to this assessment.

In preparing this report, no 'performance-related' or 'contingent' fees have been agreed.

This report is addressed to London Borough of Haringey only. No liability to any other party is accepted.

2 Development Description

2.1 Site Location and Description

The application site (plot 3) extends to approximately 0.23 hectares and is located to the south-west of the Tottenham Hotspur Stadium on the junction of Park Lane and High Road. It is bound by the Stadium to the north, two temporary five a side football pitches and events space to the east, Park Lane to the south and the Tottenham Experience building to the west.

The Site is within a short walking distance of bus stops on The High Road, White Hart Lane and Northumberland Park and the White Hart Lane Overground Station is a short walk from the Site to the north-west. There are five main bus routes on the High Road (149, 259, 279, N279 and 349) and the frequent W3 services running east west from along White Hart Lane and Northumberland Park as well as several night services operating in the area. Rail services run approximately every 15 minutes from White Hart Lane Overground Station running into Liverpool Street, Enfield and Cheshunt. The Site is also within a 1,400m (18 minute) walk of Northumberland Park Railway Station, providing access to West Anglia services to Liverpool Street and Stansted.

2.2 Planning History

We have reviewed the Council's planning website and the site was granted planning permission in April 2016 (Ref: HGY/2015/300) for:

"Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of "appearance" and "landscape" are reserved in relation to the residential buildings and associated community and / or office building. Details of "appearance" and "scale" are reserved in relation to the sports centre building. Details of "appearance" are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and includes works to a Grade II Listed building for which a separate Listed Building application has been submitted (Ref: HGY/2015/3001). The proposal is EIA development".

In May 2017, the subject site was granted planning permission (Ref: HGY/2017/1182) for:

"Non-material amendment following a grant of planning permission HGY/2015/3000: proposed removal of 90 day restriction (Condition D16) to allow operation of hotel serviced apartments as C3, rather than C1 Use Class. Consequential amendments to Conditions A4, A7 and D1".

2.3 The Proposed Development

The Applicant is seeking planning permission for:

"Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act (EIA development)".

The S73 Application will seek to vary conditions A4 and A7 of the Hybrid Consent. It relates to the hotel building in Plot 3 only and, in summary, seeks to make the following amendments:

- Changes to the hotel building form and layout of the building;
- Increase to the height of the hotel (an increase of approximately 27 metres to 127 metres);

- An increase in the scale of the communal areas without any changes to the maximum permitted number of hotel bedrooms (no.180) or dwellings (no.49) in the hotel. The overall floorspace of the hotel building would increase from approximately by 18,820 sq.m. to 27,378 sq.m.

3 Methodology

The Applicant has submitted their appraisal in a table and it is unclear whether the appraisal has been calculated in a bespoke excel sheet or a proprietary appraisal model.

We have used Argus to appraise the development proposals. Argus is a commercially available development appraisal package in widespread use throughout the industry. It has been accepted by a number of local planning authorities for the purpose of viability assessments and has also been accepted at planning appeals. Banks also consider Argus to be a reliable tool for secured lending valuations. Further details can be accessed at www.argussoftware.com.

Argus is a cashflow-backed appraisal model. This cash-flow approach allows the finance charges to be accurately calculated over the development/sales period. The difference between the total development value and total costs equates to either the profit (if the land cost has already been established) or the residual value. The model is normally set up to run over a development period from the date of the commencement of the project and is allowed to run until the project completion, when the development has been constructed and is occupied.

Essentially, such models all work on a similar basis:

- Firstly, the value of the completed development is assessed;
- Secondly, the development costs are calculated, using either the profit margin required or land costs (if, indeed, the land has already been purchased).

The difference between the total development value and total costs equates to either the profit (if the land cost has already been established) or the residual value.

The output of the appraisal is a Residual Land Value ('RLV'), which is then compared to an appropriate benchmark, typically the Existing Use Value ('EUV') of the site plus a site-specific landowner's premium, in line with the Planning Practice Guidance ('PPG'). The PPG clearly states that the purchase price cannot be used in a viability assessment.

An Alternative Use Value ('AUV') may also constitute a reasonable benchmark figure where it is considered to be feasible in planning and commercial terms. Development convention and GLA guidance suggests that where a development proposal generates a RLV that is higher than the benchmark, it can be assessed as financially viable and likely to proceed. If the RLV generated by a development is lower than the benchmark, clearly a landowner would sell the site for existing or alternative use or might delay development until the RLV improves.

4 Review of Assumptions

In this section, we review the assumptions adopted by the Applicant in their assessment of the viability of the scheme.

4.1 Viability Assumptions

In relation to the Applicant's approach to testing the viability of the scheme, the Applicant has had regard to the 2017 application scheme and has indexed the construction costs on the basis of the BCIS All In Tender Price Index ('TPI') and increased revenues on the basis of the Land Registry House Price Index ('HPI').

We summarise in Table 4.1.1 the Applicant's supporting evidence for the indexed costs and increased values.

Table 4.1.1: Cost Inflation and Revenue Increase

Date	Construction Costs (BCIS)	Sales Revenue (HPI)
April 2017 Index	306	120
July 2023 Index	385	133
% Change	+ 26%	+ 11%

We have cross checked the BCIS and HPI and we set out below the current data from the respective websites.

Table 4.1.2: Cost Inflation and Revenue Increase

Date	Construction Costs (BCIS)	Sales Revenue (all properties) (HPI)	Sales revenue (new build only) (HPI)
April 2017 Index	307	120	123
November 2023 Index	388	137	150
% Change	+ 26.47%	+ 14.17%	+22.2%

The Land Registry HPI data indicates that new build values have increased at a faster rate than all properties, which will be predominantly second hand properties. We have applied the change in new build values only in our assessment.

We summarise in Table 4.1.2 the Applicant's updated scheme appraisal compared against the 2017 original scheme appraisal previously prepared by DS2 and the 2017 revised scheme appraisal.

Table 4.1.2: Applicant's Comparison of Appraisals

Appraisal Input	Original Scheme (2017 Viability Inputs)	Revised Scheme (2017 Viability Inputs)	Revised Scheme (Indexed 2023 Viability Inputs)	BNPPRE Comments
Residential Units	49	49	49	-
Residential NIA	36,328	72,441	72,441	-
Residential £PSF	£600	£600	£666	See Heading Below
Residential Revenue	£21,796,800	£43,464,600	£48,245,706	See Heading Below
Hotel Rooms	180	180	180	-
Hotel NIA	56,769	64,971	64,971	-

Appraisal Input	Original Scheme (2017 Viability Inputs)	Revised Scheme (2017 Viability Inputs)	Revised Scheme (Indexed 2023 Viability Inputs)	BNPPRE Comments
Hotel £PSF	£444	£444	£493	See Heading Below
Hotel Revenue	£25,200,000	£28,847,124	£32,030,703	See Heading Below
Total Revenues	**£46,996,800**	**£72,311,724**	**£80,276,409**	**-**
Residential & Hotel GIA	213,504	293,984	293,984	-
Build Costs £PSF GIA	£317	£317	£399	See Heading Below
Build Costs	£67,775,000	£93,192,928	£117,299,616	See Heading Below
Professional Fees (12%)	£8,133,000	£11,183,151	£14,075,954	Agreed
Hotel Marketing (1%)	£252,000	£288,471	£320,307	Agreed
Marketing Residential (2%)	£435,936	£869,292	£964,914	Agreed
Sales Agent & Legal Fee (1.5%)	£704,952	£1,084,676	£1,204,146	Agreed
Total Finance Costs	£4,985,043	£4,985,043	£4,985,043	See Heading Below
Developer's Profit (15%)	£6,130,014	£10,846,759	£12,041,461	See Heading Below
Total Other Costs	£20,640,945	£29,257,392	£33,591,286	-
Total Costs	**£88,415,945**	**£122,450,320**	**£150,891,442**	**-**
Residual Land Value	- £41,419,145	- £50,138,596	- £70,615,033	-

The Applicant has provided the following statement regarding the revised 2023 appraisal:

"The appraisal reflects an optimistic assessment of the viability position on the basis that the analysis assumes i) the 49 residential units retained in the revised scheme will creates the same £PSF value proportionate to their floor area (this unlikely to be achievable given the homes are substantially larger) and ii) that the total finance costs remain unchanged (despite increases in the total costs and finance rates)".

4.2 Residential Revenue

The Applicant's updated revenue totals c. £48.25m equating to a blended capital value per sq/ft of £666. In support this revenue the Applicant has provided the following statement:

"For context the residential values presented for Goodsyard Site (THFC) in April 2019 and High Road West (Lend Lease) in July 2022 were £685 PSF and £700 PSF respectively. These blended values were for considerably smaller homes (which generate a higher £PSF value) and agreed at a time when the residential market was much stronger with lower interest and mortgage rates".

We summarise in Table 4.2.1 the proposed residential units and unit sizes dated 4 August 2023 (set out in the Design and Access Statement) which sets out a total floor area for the 49 units of 75,713 sq/ft compared to the Applicant's total floor area of 72,441.

Table 4.2.1: Proposed Residential Units

Unit Type	Number of Units	Floor Area Range (sq/ft)
1 Bed	5	1,023
2 Bed	20	1,324 – 2,024
3 Bed	24	1,561 – 2,390
Total	**49**	**1,614**

On the basis of the difference in floor areas between the Design and Access Statement and the Applicant's breakdown of floor areas we request clarification regarding the correct floor areas.

Due to the oversized nature of the residential units, storey heights and their location overlooking the Tottenham Hotspur Stadium it is unclear whether the Applicant's indexed values of £666 per sq/ft are appropriate. However, our analysis of the HPI provides an updated revenue of c. £58.84m equating to c. £812 per sq/ft based upon an increase in 'new build' values from April 2017 of 22.2%.

Due to the nature of the units, it is unclear whether a value of c. £812 per sq/ft is appropriate. However, in section 5 of this report we have modelled a sensitivity analysis which demonstrates scheme performance in the event that achievable sales values were higher than c. £812 per sq/ft.

4.3 Hotel Revenue

The Applicant's updated Hotel revenue totals c. £32.03m equating to a capital value per sq/ft of £493. The updated revenue is derived from the application of the HPI to the 2017 Hotel revenue of c. £28.85m. It is unclear why the Applicant has applied an index which tracks the movement in values of residential dwellings to a Hotel as the HPI is irrelevant when considering the current value of the hotel.

We therefore request that the Applicant provides further supporting justification for the current value of the hotel. This should be in the form of comparable evidence of hotel transactions.

For the purpose of this initial draft report, we have adopted the Applicant's Hotel revenue, however, in section 5 of this report we have modelled a sensitivity analysis which demonstrates scheme performance in the event that the Hotel revenue was higher than c. £32.03m.

4.4 Finance

We note that the Applicant has not updated the finance costs of c. £4.98m which will inevitably change from the revised 2017 scheme finance costs due to the increase in revenue by c. £10.6m and increase in costs by c. £28.44m. For the purpose of this assessment, we have maintained the finance costs of c. £4.98m.

4.5 Developer's Profit

The Applicant's updated 2023 appraisal adopts a 15% profit on revenue, however, we highlight that the original 2017 DS2 appraisal adopted a profit of 15% on cost. We have therefore amended the profit to reflect the original profit of 15% on cost.

5 Appraisal Outputs

In this section, we consider the outputs of the appraisals and the implications for the provision of affordable housing at the proposed development and review the benchmark land value.

5.1 Appraisal Results

We highlight that since submitting their report, the Applicant has revised the floor areas for the original 2017 scheme and the 2023 scheme and we summarise these floor areas in Table 5.1.1. Whilst the Applicant has provided updated floor areas, we highlight that their viability conclusions should have been updated to reflect the revised floor areas.

Table 5.1.1: Revised Floor Areas

Use	2017 Original Scheme (GIA sq/ft)	2017 Original Scheme (NIA sq/ft)	2023 Scheme (GIA sq/ft)	2023 Scheme (NIA sq/ft)
Hotel	165,280	56,789	179,714	53,862
Residential	56,252	36,328	125,152	78,189
Total	**221,532**	**93,117**	**304,866**	**132,051**

For the purpose of our analysis, we have removed the Applicant's 2017 revised scheme from our appraisal results. We highlight that we have not been provided with a copy of the revised scheme appraisal and the Applicant has not confirmed whether the base assumptions/floor areas are correct.

We therefore summarise in Table 5.1.2 our appraisal results compared to the original 2017 appraisal. We have not reflected the Applicant's indexed 2023 appraisal results in our comparison due to the change in floor areas.

Table 5.1.1: BNPPRE Appraisal Results

Appraisal Input	Original Scheme (2017 Viability Inputs)	BNPPRE Revised Scheme (Indexed 2023 Viability Inputs)
Residential Units	49	49
Residential NIA	36,328	78,189
Residential £PSF	£600	£813
Residential Revenue	£21,796,800	£63,489,468
Hotel Rooms	180	180
Hotel NIA	56,789	53,862
Hotel £PSF	£444	£493
Hotel Revenue	£25,214,316	£26,553,996
Total Revenues	**£47,011,116**	**£90,043,434**
Residential & Hotel GIA	221,532	304,866
Build Costs £PSF GIA	£317	£401
Build Costs	£70,225,644	£122,251,266
Professional Fees (12%)	£8,427,077	£14,670,152
Hotel Marketing (1%)	£252,143	£265,540
Marketing Residential (2%)	£435,936	£1,269,789
Sales Agent & Legal Fee (1.5%)	£705,116	£1,350,652

Appraisal Input	Original Scheme (2017 Viability Inputs)	BNPPRE Revised Scheme (Indexed 2023 Viability Inputs)
Total Finance Costs	£4,985,043	£4,985,043
Developer's Profit (15%)	£7,051,667	£11,744,808
Total Other Costs	£21,856,982	£34,285,984
Total Costs	**£92,082,626**	**£156,537,250**
Residual Land Value	**- £45,071,510**	**- £66,493,786**

In summary, our updated assessment of the scheme generates a deficit of c. £60.75m compared to 2017 original scheme deficit of c. £45.07m.

5.2 Sensitivity Analysis

We summarise in Tables 5.2.1 a sensitivity analysis which demonstrates scheme performance (via the scheme residual land value) in the event that residential sales values and hotel revenue increase by percentage increments.

Table 5.2.1: Residential Sales Values Sensitivity Analysis (Residual Land Value)

	Residential Sales Values & Hotel Revenue Increase				
	0%	+ 20%	+ 40%	+ 60%	+ 80%
Residual Land Value	- £66,493,786	- £51,411,238	- £36,328,681	- £21,246,177	£6,163,635

The above sensitivity analysis demonstrates that when the residential and hotel revenue increases by 80% that the scheme still generates a deficit of c. £6,613,635.

6 Conclusion

We have reviewed the Applicant's viability assessment, which seeks to demonstrate that the scheme generates a deficit of c. £70.62m on a current day basis. However, the Applicant has subsequently advised provided revised floor areas for the 2017 and 2023 scheme since the submission of their report.

We have undertaken our own assessment of the indexed 2023 scheme (reflecting the revised floor areas) which generates a deficit of c. £66.49m and as a result the S73 application does not materially alter the circumstances of the scheme as the scheme still generates a deficit as per the 2017 revised scheme appraisal.

However, we highlight that we have also undertaken a sensitivity analysis which demonstrates that if residential values increased by 80% to c. £114.28m (c. £1,462 per sq/ft) and Hotel revenue increased by 80% to c. £47.80m (c. £887 per sq/ft) the scheme still generates a deficit of c. £6.16m.

Whilst we have requested further justification for the 2023 value of the Hotel our sensitivity analysis demonstrates that the scheme would need a substantial increase in revenue to overcome the current scheme deficit.

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23rd October 2023

Housing, Regeneration and Planning
Haringey Council
River Park House
225 High Road
London, N22 8HQ

Dear Samuel,

THFC Hotel S73 Application – Wind Microclimate Review

A detailed review of the wind microclimate assessment forming part of the ES Addendum, submitted in support of the S73 planning application for the proposed THFC Hotel, forming Plot 3 of the Northumberland Development Project (NDP), has been carried out by Urban Microclimate Limited. The review is intended to advise on the suitability of the method of assessment, the criteria used for the study, the results obtained and the conclusions derived.

The review is based on the following reports:

- Chapter 16 of the Environmental Statement Addendum Volume 2 Northumberland Development Project Hotel S73 Application, August 2023
- Appendix 16.1: Wind Technical Report, July 2023;
- Design & Access Statement (DAS) Addendum, 2023; and
- Details of the proposed Development included in the submitted drawings.

In addition, a desk-based review of the Site and surrounding area has been carried out using internet-based aerial and street level photos.

The review does not extend to a detailed technical analysis, and we have not conducted our own assessments.

Legislation, Planning Policy and Guidance

The review of national, regional and local policies includes references to superseded documents and incorrect references to current policies. LB Haringey's Development Management DPD (adopted July 2017) is not referenced, though this document does include microclimate as a design consideration for tall buildings. However, this omission and the mis-references are not material to the assessment approach or requirements. Ensuring that conditions are suitable for pedestrian activities, in accordance with the industry standard Lawson criteria, generally confirms compliance with policies.

Assessment Methodology

Potential construction effects have been scoped out of the ES, as being insignificant. The justification provided for this is considered acceptable.

The assessments of baseline and completed Development effects applies boundary layer wind tunnel testing of a physical scale model in conjunction with long-term wind statistics applicable to the Site and the industry standard Lawson criteria for pedestrian comfort and safety. The overall approach is in accordance with best practice.

Five scenarios are assessed in detail:

1. An updated Baseline comprising the existing Site within the context of existing surrounding conditions (including vegetation);
2. Completed Development with proposed landscaping within the context of the existing surrounding conditions;
3. Completed Development with proposed landscaping and wind mitigation measures within the context of the existing surrounding conditions;
4. Completed Development with proposed landscaping within the context of existing and committed future developments excluding the Lendlease Scheme (which is pending a judicial review); and
5. Completed Development with proposed landscaping within the context of existing and committed future developments including the Lendlease Scheme.

The wind tunnel model is of suitable scale and extent, and the buildings generally appears to have been modelled to an appropriate level of detail. However, there are some potential issues with the assessment scenarios and model:

- Whilst the existing Site conditions at the time of an assessment is a standard Baseline, the updated Baseline makes comparisons with the effects of the consented Hotel difficult and potentially misleading – this is discussed further below.
- Available images of the wind tunnel model suggest that all existing landscaping within the Site may not have been modelled. In particular, trees around the southeast side of the stadium formed part of the wind mitigation scheme developed in the 2015 ES but do not appear to have been modelled.

It is also unclear if the further mitigation measures committed to in the 2015 ES, including further trees in the central areas of the podium, solid signs hanging from the southeast facade of the stadium and porous screens extending out from south and east facades of the stadium, have not been implemented or are potentially just omitted from the model. It is also unclear if the stepped geometry of the stadium façade, which may have localised benefits at some entrances, has been modelled. As a result, the assessed Baseline conditions may be overly conservative which, in turn, may exaggerate the reported beneficial effects of the completed Development.

- The 2015 ES assessed an interim scenario comprising the completed Hotel development in the absence of the Plots 4 and 5. This appeared to represent the worst case for the consented Hotel, and the EIA Context Overview presented in Paragraph 16.2.2 appears to at least partially reference this scenario. No justification for omitting this scenario for the proposed Hotel has been provided.
- The effectiveness of the preliminary wind mitigation measures developed for Plots 4 and 5, and accounted for within the 2015 ES, has not been verified with the proposed Hotel introduced in place of the consented Hotel. This is despite worse conditions being reported in the absence of the mitigation (albeit at new sensor locations) for the proposed Hotel, and some questionable target conditions being applied in the 2015 ES (including business walking on the residential podium).
- Images of the wind tunnel model suggest that the southeast corner of the Hotel may not fully represent the scheme submitted for approval. In particular, the submitted plans suggest that the L01 entrance is on the east elevation, rather than in the set-back corner modelled. The landscaping proposals also appear different to both the north and south of the Hotel.

It is therefore recommended that the applicant provides further justification for the scenarios assessed, clarifies the details modelled for the Baseline scenario, provides further justification for the expected effectiveness of the Plot 4 and 5 mitigation, and clarifies any updates to the proposed Hotel Development (and their potential effects) implemented subsequent to the wind tunnel tests.

In addition to this, and separate from the requirements for the proposed Hotel, LB Haringey may wish to seek clarification from the stadium developer regarding the wind mitigation strategy for the existing (2023) Site conditions.

The wind speed sensor locations and extent appear generally suitable around and to the north and east of the Hotel but does appear fairly limited to the south and west. For the assessment, the area further to the west and south is generally less critical due to the prevailing wind directions. Therefore, this may not be significant, but it does lead to some requested clarifications in subsequent sections of this review.

The approach to determine the atmospheric boundary layer profiles for the wind tunnel tests and for correction of the climate statistics to apply at the Site is standard and acceptable, though the climate data transposition factors are not stated. This information is commonly provided for detailed quantitative

assessments, but the details of the assumed terrain and applied methodology provided is adequate to conclude that the approach is acceptable. However, the target profile for the atmospheric boundary layer simulation presented in Figure B.1 of Appendix 16.1 appears to be for 337.5°, which is unlikely to represent a critical wind direction. **It is therefore recommended that the applicant provides further details of the atmospheric boundary layer simulation used, including the upper and lower bounds on the profiles for the full range of wind directions, against the profile simulated.**

The report confirms that 20 years of climate data from London Heathrow Airport has been applied. This is considered acceptable, though the legends are missing from the wind speed probability distributions presented in Figures B.2 to B.6 of Appendix 16.1 and **it is recommended that the applicant provides further details of the climate data applied.**

The pedestrian comfort and safety criteria applied is standard. Table 16.2 is missing some text from the third category. Assuming this should read 'For leisure uses excluding long periods of outdoor sitting, such as a park, children's play area, etc.', the seasonal targets are also considered appropriate (subject to clarifications on proposed uses discussed in subsequent sections of this review).

The significance criteria applied is considered appropriate. It is assumed that this is also applied to existing uses within the surrounding area, in addition to the stated planned activities (within the Site).

Baseline Conditions

Existing conditions are assessed as being unsuitable in terms of pedestrian safety and comfort around the south and southeast side of the stadium. However, as discussed above, this may be in the absence of the wind mitigation measures committed to in the 2015 ES.

Otherwise, thoroughfares and entrances are expected to have suitable conditions for existing uses.

No existing amenity uses are considered or listed in Table 16.4: Summary of Receptors and Sensitivity, though the spill-out seating for the Beavertown Corner Pin pub is instrumented and the results suggest amenable conditions for outdoor seating during at least summer.

In addition to the receptors considered, it is recommended that **the applicant clarify the likely suitability of existing conditions for existing activities at the following additional receptors:**

- The Dare Skywalk;
- Podium level entrances and potential cafe outdoor seating for the Tottenham Experience;
- The playground of St Francis de Sales Junior School; and
- Commercial and residential entrances and private gardens along Park Lane.

Completed Development

As discussed above, the effect of the completed Development within the interim context, omitting Plots 4 and 5, has not been assessed.

The effect of the completed Development in the context of the completed NDP masterplan and existing surrounds has been assessed without and with mitigation measures. Paragraph 16.4.2 is unclear as to whether the measures have been implemented, referring to them as both 'embedded' and 'over and above those agreed and implemented'. The measures appear generally appropriate and, from review of the planning drawings, it appears that the parapets and planters are included. However, the windbreak does not appear to be included on the L12 terrace and the L26 / L27 dividing screens cannot be discerned from the drawings. It is therefore recommended that **the applicant clarify which mitigation measures are included within the design submitted for approval and the proposed process for securing measures (or appropriate alternatives) not included at this stage**.

As a general comment, the assessment of pedestrian comfort is unclear in places and includes discrepancies in listed sensor locations between the ES chapter, the discussion in Appendix 16.1 and the figures in Appendix 16.1. In addition, there are several references to average exceedances of threshold wind speeds. In these cases, it is not clear what is being averaged, as this is not specified. Applying averages across a range of sensors is not standard practice (as the windier areas would still be noticeable to pedestrians and users) and can be misleading (unless area-weighted averaging is applied, the average would be heavily dependent on the numbers of sensors located within windier and calmer areas). There are also several discrepancies between the significance of effects stated in the discussion and in Table 16.5: Summary of Residual Effects.

For the completed Hotel Development in the context of the completed NDP masterplan, effects assessed as major beneficial (for pedestrian safety) and moderate beneficial (for pedestrian comfort) are reported around the south and southeast side of the stadium. Although in line with the significance criteria (which is considered appropriate), it should be noted that this is a combined effect of the Hotel, Plot 4 and Plot 5 and is relative to a Baseline which appears to omit wind mitigation measures accounted for within the 2015 ES for the current Site conditions.

For the proposed Hotel Development, in the absence of wind mitigation measures, conditions are assessed as unsuitable in terms of pedestrian / occupant safety at the northwest corner of the building and at the L12, L26 and L27 roof terraces. The wind mitigation measures, if implemented, are sufficient to mitigate these effects.

Further exceedances of the safety criteria are reported within Plot 5. The ES Addendum suggests that the mitigation developed for Plot 5 as part of the 2015 ES should be sufficient to mitigate these effects. However, this has not been verified with the proposed Hotel in place. The final mitigation measures will need to be developed during the detailed design stages for Plot 5 but, as discussed above, it is

recommended that further justification for the stated effectiveness of the preliminary Plot 5 mitigation measures be requested.

In terms of pedestrian comfort, several areas within the Site are assessed as suitable only for fast walking in winter and parts of the Plot 5 podium are assessed as uncomfortable for all uses. Again, it is suggested within the ES Addendum that the mitigation developed for Plots 4 and 5 as part of the 2015 ES should be sufficient to mitigate these effects. However, the updated results suggest windier conditions on the podium and accelerated winds extending across Worcester Avenue, and the effectiveness of the preliminary mitigation measures has not been verified with the proposed Hotel in place. This also applies to entrances and recreational spaces within Plots 4 and 5. As discussed above, the final mitigation measures will need to be developed during the detailed design stages for Plots 4 and 5 but it is recommended that further justification for the stated effectiveness of the preliminary Plot 4 and 5 mitigation measures be requested.

For areas to the south of the stadium where Baseline conditions are similar, conditions suitable only for fast walking in winter are assessed as of negligible significance, in line with the significance criteria. However, sensor location 72 along the east side of the Hotel has been included in this. In the absence of mitigation, this would more appropriately be assessed as a moderate adverse effect. With the mitigation introduced, residual conditions appear suitable for leisurely strolling, though it is not clear which elements of the wind mitigation create this improvement and **it is recommended that this be clarified by the applicant**, to ensure that these elements are implemented.

In the absence of wind mitigation measure, two of the Hotel entrances are assessed as too windy for pedestrian ingress / egress, though one of these is an emergency exit. The moderate and minor adverse significance are considered appropriate and these effects are alleviated by the proposed mitigation measures.

The proposed Development, in conjunction with Plots 4 and 5, has a beneficial effect on the stadium entrances, though the stated significance of effects is relative to the assessed Baseline which, as discussed above, appears to omit wind mitigation measures committed to in the 2015 ES. The widespread stated minor beneficial significance also appears to apply averaged exceedances and debatable ranges for marginal or tolerable conditions (we would not consider a 10% exceedance to be marginal).

At least parts of the proposed Development's northern, podium-level, terrace is assessed as too windy for long-term sitting in summer with or without the wind mitigation measures. The ES suggests that, in conjunction with the proposed mitigation, the outdoor seating will be focused in the calmer areas. Whilst this would normally be an acceptable form of mitigation for a larger space, the submitted plans do not appear to have applied this strategy, which may result in a very limited extent of seating.

The southern podium-level terrace appears to enjoy suitable conditions for proposed recreational uses (subject to the above requested clarifications on updates introduced subsequent to the wind tunnel tests).

The landscaped plaza on Park Lane does not appear to have been modelled and has been assessed for thoroughfare uses only. Reported conditions may be too windy for short periods of sitting, such as for a meeting point, at the benches for parts of the year.

The elevated amenity spaces are all assessed as requiring mitigation, but the assessed residual effects discussed in Paragraph 16.7.26 are unclear and are not consistent with the summary table, with spring conditions on the terraces apparently stated as both suitable and marginally windy.

In the absence of mitigation measures, part of the Hotel's L12 roof terrace is assessed as suitable only for fast walking during winter. The affected area is assessed as a thoroughfare, and this effect is assessed as minor adverse. We would not agree that a 9% exceedance, against a target of 5%, represents a marginal exceedance. The submitted plans also appear to show loungers in this area and does not appear to include any significant areas which could be considered as solely for pedestrian passage. Although winter conditions are not typically considered for amenity spaces, summer conditions appear too windy for sedentary recreational uses in the absence of the wind mitigation measures, and part of the wind mitigation strategy is not included in the submitted plans. It is not therefore obvious that residual conditions will be suitable for proposed recreational uses, as suggested in the summary table.

It is therefore recommended that the applicant clarify the proposed usages of the amenity spaces, the wind mitigation measures implemented and the resulting suitability of wind conditions.

The ES chapter indicates that the recessed balconies within the residential component of the proposed Hotel have been assessed through Computational Fluid Dynamics (CFD). Given the level of shelter to the balconies, the conclusion of acceptable conditions is considered plausible. However, **it is recommended that further details on the CFD studies and results be requested from the applicant**.

As discussed above, accelerated winds assessed as too windy for leisurely strolling in winter extend across Worcester Avenue but are expected to be resolved by the Plot 5 mitigation (not modelled). No other significant effects on surrounding conditions are identified.

The presented results suggest that further potential impacts to the west and south of the Site are unlikely, though the potential effects on the operations of The Dare Skywalk are less obvious. **It is therefore recommended that the likely effects at the additional receptors listed in the previous section are confirmed by applicant.**

Cumulative Effects

Sensor location 65, to the south of the stadium, appears to deteriorate during winter with the introduction of the Lendlease scheme. However, this deterioration is likely to be marginal and the location was already assessed as unsuitable and dependent on the wider masterplan mitigation.

The ES conclusion that the introduction of future surrounding developments has no material effect on the assessed conditions in and around the Site is therefore considered plausible.

Review Conclusions

The overall approach is considered appropriate and broadly in line with best practice, though a non-standard practice (in averaging exceedances of target threshold wind speeds) seems to have been applied in assessing the significance of some of the results.

The assessment scenarios include an updated Baseline, which appears to omit wind mitigation measures accounted for in the 2015 ES for the current phase, and omits the interim scenario comprising the completed Hotel in the absence of Plots 4 and 5, which appeared to represent the worst-case scenario for the consented Hotel in the 2015 ES. This makes a direct comparison of the effects of the proposed Hotel and the consented Hotel difficult. Summaries included in the NTS and Chapter 2 of the ES suggest a reduction in effects from moderate adverse to negligible, but the moderate adverse effects for the Consented scheme are understood to apply to the interim scenario, for which mitigation was not developed. The NTS then goes on to suggest that effects remain in line with the Consented scheme, which appears more appropriate. Some beneficial effects, ranging from major in terms of safety to moderate in terms of comfort, are also reported but this is relative to the updated Baseline which, as discussed above, appears to omit wind mitigation measures accounted for in the 2015 ES for the current phase and should therefore be treated with caution.

With the inclusion of designed-in mitigation, residual effects are assessed as generally negligible, though the discussion refers to minor adverse effects on the elevated amenity spaces which is not then listed in the summary table. Whilst plausible, these assessed residual effects do appear to depend on:

- Mitigation measures which may not be included within the scheme submitted for approval;
- Limited uses of recreational spaces (particularly outdoor seating) which may not be in line with those illustrated in the plans submitted for approval; and
- Mitigation developed in the 2015 ES for Plots 4 and 5 being similarly effective with the proposed Hotel introduced, though this has not been verified as part of the wind tunnel studies.

These potential issues are included in the recommended list of clarifications on the following page.

It is recommended that clarifications are requested from the applicant as follows:

1. provide further justification for the scenarios assessed;
2. clarify the details modelled for the Baseline scenario;
3. provide further details of the atmospheric boundary layer simulation used;
4. provide further details of the climate data applied (Figures B.2 to B.6);
5. clarify any updates to the proposed Hotel Development (and their potential effects) implemented subsequent to the wind tunnel tests;
6. provide further justification for the stated effectiveness of the preliminary Plot 4 and 5 mitigation;
7. clarify existing and proposed conditions at the following further sensitive surrounding receptors:
   - The Dare Skywalk;
   - Podium level entrances and potential café outdoor seating for the Tottenham Experience;
   - The playground of St Francis de Sales Junior School; and
   - Commercial and residential entrances and private gardens along Park Lane.
8. clarify the proposed usages of the proposed Hotel amenity spaces, the wind mitigation measures implemented and the resulting suitability of wind conditions;
9. clarify the proposed process for securing any required mitigation measures (or appropriate alternatives) not included in the design submitted for approval;
10. clarify which elements of the wind mitigation create the improvement on the east side of the Hotel (sensor location 72); and
11. provide further details of the CFD studies carried out to assess the private balconies.

Yours sincerely,

Dr Graeme Flynn
Director
Urban Microclimate Limited

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robin@architecturalaero.com

9th November 2023

Hannah Cox,
Senior Planner,
Quod.

Dear Hannah,

Northumberland Development Project – Section 73 Application
Wind Microclimate ES Addendum Review

The Northumberland Development Project (NDP) Section 73 Application (Ref. HGY/2023/213) was submitted in July 2023, with a wind microclimate assessment presented in Chapter 16 of an ES Addendum submitted in July 2023 (July 2023 ES Addendum). A comprehensive review of the ES Addendum and associated Technical Appendix has been undertaken by Urban Microclimate Limited, and having reviewed the various considered requests for clarification in conjunction with the ES Addendum and Appendix prepared by our team, I am pleased to be able to respond herein.

As you are aware, since submission of the July 2023 ES Addendum, further amendments to the design have been made. These amendments have been assessed separately and the findings have been summarised in a Wind Microclimate ES Addendum Update, submitted as part of the Environmental Statement Addendum Update Note on 31st October 2023. Where appropriate, responses provided herein refer to this recent submission and its findings.

Details of the methodology employed for early stage CFD are presented herein. This methodology has also been employed for other areas where CFD has been utilised. This includes the preparation of supplementary material provided as part of this response document and as part of the ES Addendum Supplementary Note.

Yours Sincerely,

Dr Robin Stanfield
Director
Architectural Aerodynamics

Summary Requests for Clarification	Detailed Commentary / Clarification Request	Clarification
It is recommended that the applicant provides further justification for the scenarios assessed, clarifies the details modelled for the Baseline scenario, provides further justification for the expected effectiveness of the Plot 4 and 5 mitigation, and clarifies any updates to the proposed Hotel Development (and their potential effects) implemented subsequent to the wind tunnel tests.	Available images of the wind tunnel model suggest that all existing landscaping within the Site may not have been modelled. In particular, trees around the southeast side of the stadium formed part of the wind mitigation scheme developed in the 2015 ES but do not appear to have been modelled. It is also unclear if the further mitigation measures committed to in the 2015 ES, including further trees in the central areas of the podium, solid signs hanging from the southeast facade of the stadium and porous screens extending out from south and east facades of the stadium, have not been implemented or are potentially just omitted from the model. It is also unclear if the stepped geometry of the stadium façade, which may have localised benefits at some entrances, has been modelled. As a result, the assessed Baseline conditions may be overly conservative which, in turn, may exaggerate the reported beneficial effects of the completed Development.	The observation is accurate, some elements of landscaping and mitigation were not modelled. Early within the studies, it became apparent that some landscape elements that form part of the Consented Scheme are yet to be introduced as the other phases of the consent are yet to be constructed and / or fully implemented. This includes 10-metre-tall trees mounted within 1-metre-tall planters, 50% solid screens on the ground and 6-metre-high, 2-metre-deep solid screens mounted to the stadium façade, above ground. Without any certainty that these elements would be introduced in the near future through delivery of other phases or discharge of condition(s), they were omitted purposefully to reflect the current baseline condition, i.e. 2023. The omission of the trees to the southeast side of the stadium was made consciously, essentially as an extension of the approach adopted in relation to the absent 'construction phase' measures. Had they been modelled, it is probable that baseline conditions at location 41 would meet the safety criteria, while conditions at locations 38, 39 and 42 would be suitable for strolling. The stadium façade was modelled to an appropriate degree of detail, with some simplification. Recessed entrance zones were not modelled, though this is understood to be consistent with the wind tunnel model constructed in 2015. It is possible that conditions at entrances could be improved, through modelling of recessed entrances but less likely that they (nor the space immediately adjacent) would be improved to the extent that they become suitable for entrance use / waiting / queuing, while the effect of any simplification on conditions further from the façade is expected to be realistically minor.
	The 2015 ES assessed an interim scenario comprising the completed Hotel development in the absence of the Plots 4 and 5. This appeared to represent the worst case for the consented Hotel, and the EIA Context Overview presented in Paragraph 16.2.2 appears to at least partially reference this scenario. No justification for omitting this scenario for the proposed Hotel has been provided.	The Consented Scheme comprises planning consent for construction of Plots 3, 4, 5 and 6 (alongside the now complete elements of the Stadum and Tottenham Experience). As such, it is entirely reasonable at this stage to consider the revisions to the Plot 3 Hotel in the context of the consented massing of Plots 4 - 6. The multiple interim scenarios provided in the 2015 ES provided sensitivity tests of short windows and are not reflective of the Consented Scheme or proposed S.73 amendments to it, which still comprise the construction of remaining phases. It is not considered necessary to retest this interim scenario in this context.
	The effectiveness of the preliminary wind mitigation measures developed for Plots 4 and 5, and accounted for within the 2015 ES, has not been verified with the proposed Hotel introduced in place of the consented Hotel. This is despite worse conditions being reported in the absence of the mitigation (albeit at new sensor locations) for the proposed Hotel, and some questionable target conditions being applied in the 2015 ES (including business walking on the residential podium).	In the early stages of the July '23 studies CFD modelling was carried out. This was primarily to facilitate early exploration of mitigation measures in the elevated spaces of the Plot 3 Hotel in advance of the wind tunnel test. An advantage of this exercise was that it provided a better understanding of worst-case regions of windiness throughout the southern podium area, and in particular, between the consented Plot 5 towers. This allowed better placement of measurement locations (relative to the 2015 study) and the associated capture of conditions that were not previously picked up. The assessment did not seek to re-verify the effectiveness of the mitigation for Plots 4 & 5. The original assessment carried out in 2015 was able to demonstrate that conditions could be plausibly mitigated. The 2023 assessment suggests that mitigation may need to be more substantial than that developed in 2015, but with this just comprising deciduous trees and hedge planting in its preliminary guise, it should remain possible to develop an effective mitigation strategy. This will be refined at a subsequent reserved matters stage. Lastly, results captured over the course of the studies indicate two important aspects. Firstly, wind tunnel results show that conditions within Plot 5 are substantially driven by winds from southerly and south-westerly sectors (90% of winds contributing to safety exceedances within Plot 5), and considerably less so from west and west-southwest. Secondly, a sensitivity exercise carried out in CFD indicates that the Plot 3 Hotel has a marginally favourable effect on conditions in this southeastern part of the podium, providing some shelter for these less influential sectors from west and west-southwest. Correspondingly, conditions in this area are broadly unaffected by the Plot 3 Hotel, in either its consented or proposed forms, but if anything, they are marginally improved by its presence.
	Images of the wind tunnel model suggest that the southeast corner of the Hotel may not fully represent the scheme submitted for approval. In particular, the submitted plans suggest that the L01 entrance is on the east elevation, rather than in the set-back corner modelled. The landscaping proposals also appear different to both the north and south of the Hotel.	Following submission of the July 2023 ES Addendum, further amendments to the design have been made, including the entrance to Level 01 is on the east elevation, as observed. This entrance is located within one of the most benign parts of the Plot 3 Hotel Site where conditions are suitable for short-term standing / sitting or better throughout the year. As a result, the relocation of this entrance will see it move from an area with acceptable conditions to one with equally acceptable conditions. At the time that wind tunnel testing was carried out in July 2023, an exact understanding of tree planting within the public realm at street level south of the Plot 3 Hotel was unconfirmed, and correspondingly at the time when modelling took place this was omitted. The effect of trees in this vicinity would be to modestly enhance conditions as reported.

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		The changes to the landscaping to the north of the Plot 3 Hotel are addressed within the recently prepared ES Addendum Update Note. This specifically addresses the removal of a planter from north-western corner of podium terrace, which while present within the design for the July 2023 ES Addendum, was removed from the final submitted Section 73 application planning drawings, given the impact on available space for tables and chairs. This being the case, the terrace will be remain suitable for access and passage. The area of seating by the northern façade will be suitable for long-term sitting during summer and autumn, representing a negligible residual effect. Elsewhere with the removal of the planter, conditions are expected to meet the threshold wind speed for long-term sitting 80-90% of the time, depending on location. This represents a moderate adverse residual effect.
It is recommended that the applicant provides further details of the atmospheric boundary layer simulation used, including the upper and lower bounds on the profiles for the full range of wind directions, against the profile simulated.	The target profile for the atmospheric boundary layer simulation presented in Figure B.1 of Appendix 16.1 appears to be for 337.5°, which is unlikely to represent a critical wind direction.	Please see Figure 1 for a full suite of directional profiles. The range of wind speed and turbulence profiles across all angles are sufficiently similar that they can be represented by a single wind tunnel profile. The selected angle is considered to be representative, with all profiles being reasonably represented by the measured wind tunnel profile up to and just beyond the reference height. At the lower end of the height range, where the agreement falls away, the profile will be corrected by the detailed proximity model.
The report confirms that 20 years of climate data from London Heathrow Airport has been applied. This is considered acceptable, though the legends are missing from the wind speed probability distributions presented in Figures B.2 to B.6 of Appendix 16.1 and it is recommended that the applicant provides further details of the climate data applied.		Please see Figure 2 for updated wind rose illustrations at reference height at site.
It is recommended that the applicant clarify the likely suitability of existing conditions for existing activities at the following additional receptors:	The Dare Skywalk	Please see Figure 3 that presents baseline (existing site, existing surrounds) summertime CFD comfort contours for the Dare Skywalk, summer being the period during the year when the experience would primarily be used. Baseline conditions around the Dare Skywalk are predicted to be substantially suitable for strolling in summer, with a region towards the edge where conditions spill into the fast-walking classification.
	Podium level entrances and potential cafe outdoor seating for the Tottenham Experience	Please see Figures 4 and 5 that present baseline CFD contours for the Plot 4 Tottenham Hotspur Experience. Entrance conditions are suitable for short-term standing / sitting in the worst season and thus suitable for ingress / egress. This includes the entrance to the Dare Skywalk reception (the northernmost entrance) which is recessed behind the building line. It is understood that potential café seating refers to the roof to the north of Warmington House. Here conditions are predicted to be suitable for short-term standing year-round and for long-term sitting in summer.
	The playground of St Francis de Sales Junior School	Please see Figure 6 that presents baseline worst seasonal CFD comfort contours for the school playground. Baseline conditions are suitable for a mixture of short-term and long-term standing / sitting throughout the year and are correspondingly suitable for a general / active recreational area such as a school playground.
	Commercial and residential entrances and private gardens along Park Lane.	The wind tunnel results appear to provide an adequate characterisation of wind conditions along the south side of Park Lane. Nevertheless, please see Figure 7 baseline worst seasonal CFD comfort contours for this area. Conditions at the front of properties along Park Lane are suitable for short-term standing or better in the worst-season. Private outdoor spaces to the front of residential properties along Park Lane are evidently more for access and storage (principally for waste bins). Private gardens to the rear of these properties are substantially suitable for long-term sitting in the worst-season, and of course better in other seasons.
It is recommended that the applicant clarify which mitigation measures are included within the design submitted for approval and the proposed process for securing measures (or	The effect of the completed Development in the context of the completed NDP masterplan and existing surrounds has been assessed without and with mitigation measures. Paragraph 16.4.2 is unclear as to whether the measures have been implemented, referring to them as both 'embedded' and 'over and above those agreed and implemented'. The measures appear generally appropriate and, from review of the planning drawings, it appears that the parapets and planters are	Since submission of the July 2023 ES Addendum, further amendments to the design have been made. These amendments have been assessed separately and the findings have been summarised in a Wind Microclimate ES Addendum Update. The following (paraphrased & further supplemented here) has been concluded: - It is understood that the wind break on the Level 13 amenity terrace (as presented within the updated design following further refinements) is removed. This being the case, and accounting for other

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appropriate alternatives) not included at this stage.	included. However, the windbreak does not appear to be included on the L12 terrace and the L26 / L27 dividing screens cannot be discerned from the drawings.	changes, conditions are still expected to be suitable for short-term sitting from spring to autumn, and thus suitable for a general amenity space, where so this represents a negligible residual effect. With this terrace now showing tables and chairs throughout much of the area, and with the re-arranged orientation of the pool, and associated rotation of the column of sun loungers, conditions remain suitable for short-term standing / sitting from spring to autumn. This represents a moderate adverse residual effect. - Privacy screens and balustrades have been incorporated into what are now terraces on Levels 27 to 29. These spaces are broadly suitable for short-term standing / sitting from spring to autumn (negligible residual effect), still with the exception of part of the northernmost terrace (Level 29) where conditions spill into the strolling category (moderate adverse effect).
It is recommended that further justification for the stated effectiveness of the preliminary Plot 5 mitigation measures be requested.	Further exceedances of the safety criteria are reported within Plot 5. The ES Addendum suggests that the mitigation developed for Plot 5 as part of the 2015 ES should be sufficient to mitigate these effects. However, this has not been verified with the proposed Hotel in place. The final mitigation measures will need to be developed during the detailed design stages for Plot 5 but it is recommended that further justification for the stated effectiveness of the preliminary Plot 5 mitigation measures be requested.	Please refer to prior clarification in connection with Plot 5 mitigation measures.
For areas to the south of the stadium where Baseline conditions are similar, conditions suitable only for fast walking in winter are assessed as of negligible significance, in line with the significance criteria. However, sensor location 72 along the east side of the Hotel has been included in this. In the absence of mitigation, this would more appropriately be assessed as a moderate adverse effect. With the mitigation introduced, residual conditions appear suitable for leisurely strolling, though it is not clear which elements of the wind mitigation create this improvement and it is recommended that this be clarified by the applicant, to ensure that these elements are implemented.		With the completed Development in place with and without mitigation at location 72, 8 m/s is exceeded 5.0% ± 0.1% of the time, i.e. there is a very marginal difference between mitigated and unmitigated scenarios. In principle this difference could be a result of the three successive planters slowing wind as it travels around the north of the hotel, before recirculating in the region of location 72. In practice, this is equally likely (probably more so) to be reflective of experimental uncertainty. Either way, with exceedance of strolling conditions being so slight and practically imperceptible, any effect (residual or otherwise) would be arguably negligible and minor at worst.
It is recommended that the applicant clarify the proposed usages of the amenity spaces, the wind mitigation measures implemented and the resulting suitability of wind conditions.	At least parts of the proposed Development's northern, podium-level, terrace is assessed as too windy for long-term sitting in summer with or without the wind mitigation measures. The ES suggests that, in conjunction with the proposed mitigation, the outdoor seating will be focused in the calmer areas. Whilst this would normally be an acceptable form of mitigation for a larger space, the submitted plans do not appear to have applied this strategy, which may result in a very limited extent of seating.	Please refer to prior clarification in connection with the revisions to the northern seating terrace and its associated suitability.
	The landscaped plaza on Park Lane does not appear to have been modelled and has been assessed for thoroughfare uses only. Reported conditions may be too windy for short periods of sitting, such as for a meeting point, at the benches for parts of the year.	Please see Figure 7 that presents CFD results for Park Lane south, including the public realm at street level south of the hotel. This illustrates a region substantially coincident with the public realm area outside the hotel that is predicted to be suitable for short-term standing / sitting in the worst-season, a region whose conditions will improve in other seasons of the year. This CFD-based finding corresponds well with wind tunnel results and confirms that this area would be suitable for general recreational purposes (negligible effect).
	The elevated amenity spaces are all assessed as requiring mitigation, but the assessed residual effects discussed in Paragraph 16.7.26 are unclear and are not consistent with the summary table, with spring conditions on the terraces apparently stated as both suitable and marginally windy.	Since submission of the July 2023 ES Addendum, further amendments to the design have been made. These amendments have been assessed separately and the findings have been summarised in a Wind Microclimate ES Addendum Update. Please refer to that document or alternately appropriate responses herein concerning the Level 13 southern terrace and the Levels 27 – 29 private terraces. The Level 14 northern terrace is substantially suitable for short-term standing spring to autumn. As a general amenity terrace these conditions would be acceptable, and the effect is considered negligible. Planning submission drawings following the further design refinements indicate four small tables and chairs along the

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		east facing façade. Here conditions would be too windy for outdoor seating, and this would represent a moderate adverse effect. However, it is understood that there is some flexibility in the number and position of these tables, and they could be positioned further round to the northwest corner of the terrace where conditions are suitable for long-term sitting from spring to autumn. Located in this position, the associated effect would be negligible.
	In the absence of mitigation measures, part of the Hotel's L12 roof terrace is assessed as suitable only for fast walking during winter. The affected area is assessed as a thoroughfare, and this effect is assessed as minor adverse. We would not agree that a 9% exceedance, against a target of 5%, represents a marginal exceedance. The submitted plans also appear to show loungers in this area and does not appear to include any significant areas which could be considered as solely for pedestrian passage. Although winter conditions are not typically considered for amenity spaces, summer conditions appear too windy for sedentary recreational uses in the absence of the wind mitigation measures, and part of the wind mitigation strategy is not included in the submitted plans. It is not therefore obvious that residual conditions will be suitable for proposed recreational uses, as suggested in the summary table.	Since submission of the July 2023 ES Addendum, further amendments to the design have been made. These amendments have been assessed separately and the findings have been summarised in a Wind Microclimate ES Addendum Update. The following (paraphrased & further supplemented here) has been concluded therein: - It is understood that the wind break on the Level 13 amenity terrace (as it is now) is removed. This being the case, and accounting for other changes, conditions are still expected to be suitable for short-term sitting from spring to autumn, and thus suitable for a general amenity space, where so this represents a negligible residual effect. With this terrace now showing tables and chairs throughout much of the area, and with the re-arranged orientation of the pool, associated rotation of the column of sun loungers, conditions suitable for short-term standing / sitting from spring to autumn represent a moderate adverse residual effect.
The ES chapter indicates that the recessed balconies within the residential component of the proposed Hotel have been assessed through Computational Fluid Dynamics (CFD). Given the level of shelter to the balconies, the conclusion of acceptable conditions is considered plausible. However, it is recommended that further details on the CFD studies and results be requested from the applicant.		Please see Figure 8 for predictions of worst-seasonal balcony comfort. Balconies are predicted to be substantially suitable for long-term sitting year-round, suitable for at least short-term sitting year-round, and correspondingly suitable for long-term sitting during summer.
The presented results suggest that further potential impacts to the west and south of the Site are unlikely, though the potential effects on the operations of The Dare Skywalk are less obvious. It is therefore recommended that the likely effects at the additional receptors listed in the previous section are confirmed by applicant.	The Dare Skywalk	Please see Figure 3 that presents summertime CFD comfort contours for the Dare Skywalk with the complete NDP development in place. As Figure 3 indicates conditions around the Dare Skywalk are predicted to be substantially suitable for strolling in summer upon introduction of the development, including the Plot 3 hotel, with the region suitable for fast-walking reduced in size. This represents a marginal improvement to conditions following the introduction of the completed development, and thus a minor beneficial effect.
	Podium level entrances and potential cafe outdoor seating for the Tottenham Experience	Please see Figures 4 & 5 that present CFD contours for the Plot 4 Tottenham Hotspur Experience. Entrance conditions are suitable for short-term standing / sitting in the worst season and are suitable for ingress / egress. This includes the entrance to the Dare Skywalk reception (the northernmost entrance) which is recessed behind the building line. This represents a negligible effect. It is understood that potential café seating refers to the roof to the north of Warmington House. The wind conditions here and in the occasional event space rooftop further north are predicted to remain suitable for short-term standing in the worst season and for long-term sitting in summer.
	The playground of St Francis de Sales Junior School	Please see Figure 6 that presents worst-seasonal CFD comfort contours for the school playground for the completed Development. Conditions are suitable for a mixture of short-term and long-term standing / sitting throughout the year and are correspondingly suitable for a general / active recreational area such as a school playground. Relative to the baseline scenario, the suitability of the playground is materially the same. This represents a negligible effect of the Completed Development.
	Commercial and residential entrances and private gardens along Park Lane	Please see Figure 7 for worst seasonal CFD comfort contours for this area, and please also refer to the wind tunnel results.

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		For the completed Development, conditions at the immediate frontage of properties along Park Lane are predicted to be suitable for short-term standing or better in the worst-season, this without the presence of the numerous private residential boundary walls and fences that would serve to locally slow wind travelling along Park Lane. Private gardens to the rear of the properties continue to be substantially suitable for long-term sitting in the worst-season, and of course better in other seasons. This represents a negligible effect of the completed Development.

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Figure 1 – Mean wind speed and turbulence profiles, all wind directions, 22.5-degree increments.

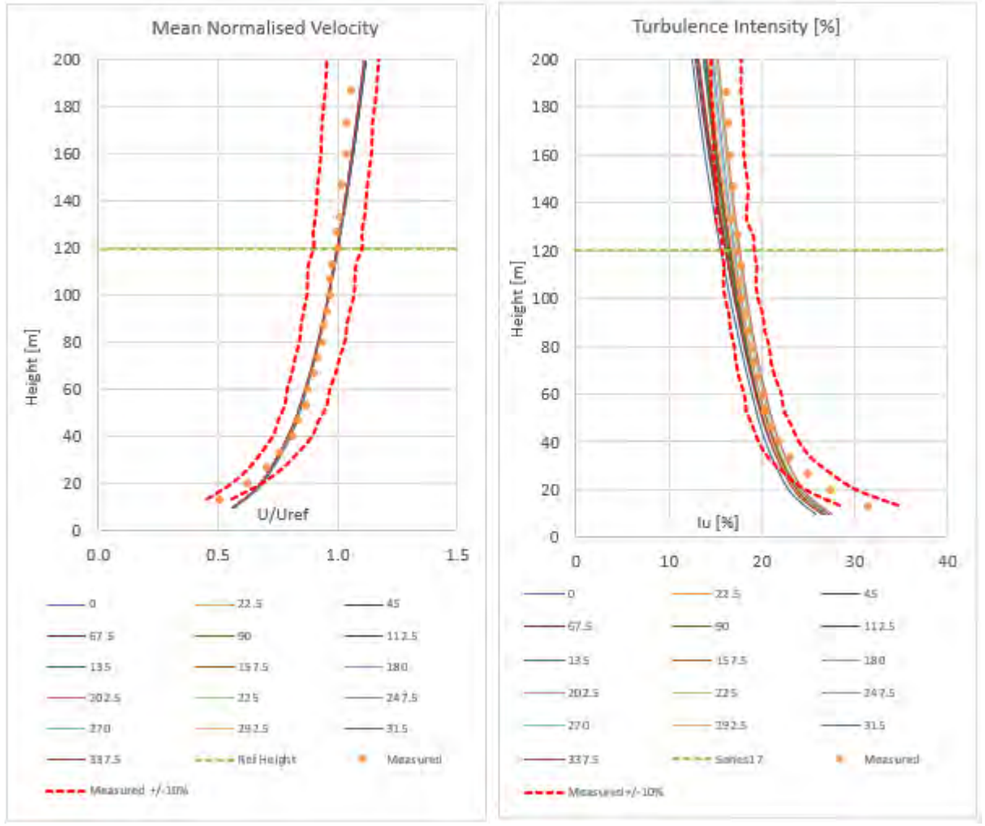

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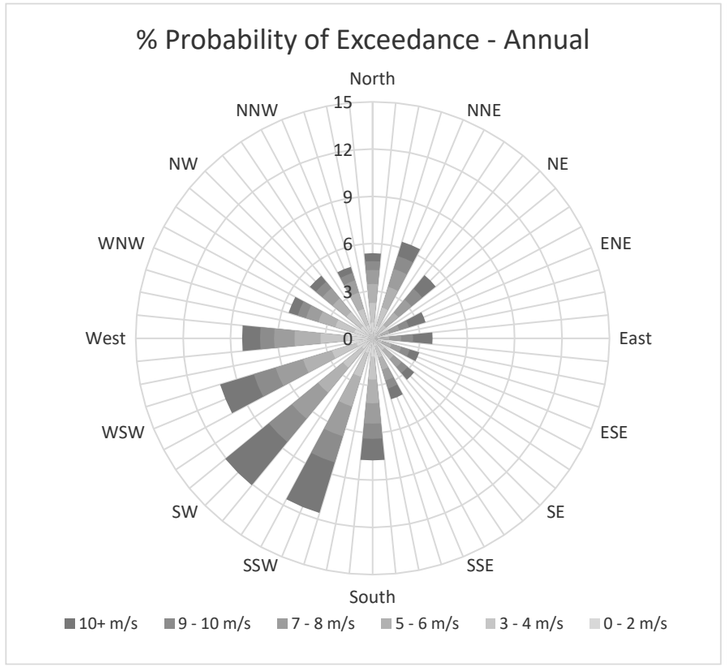
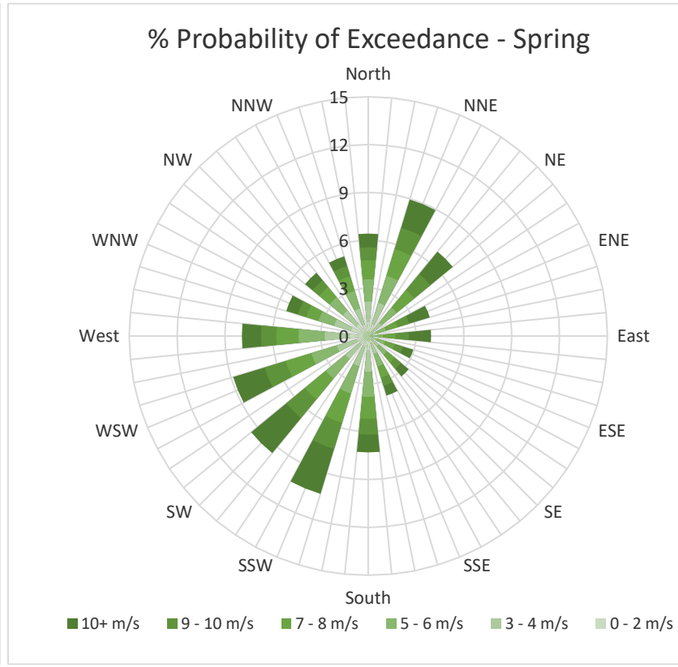
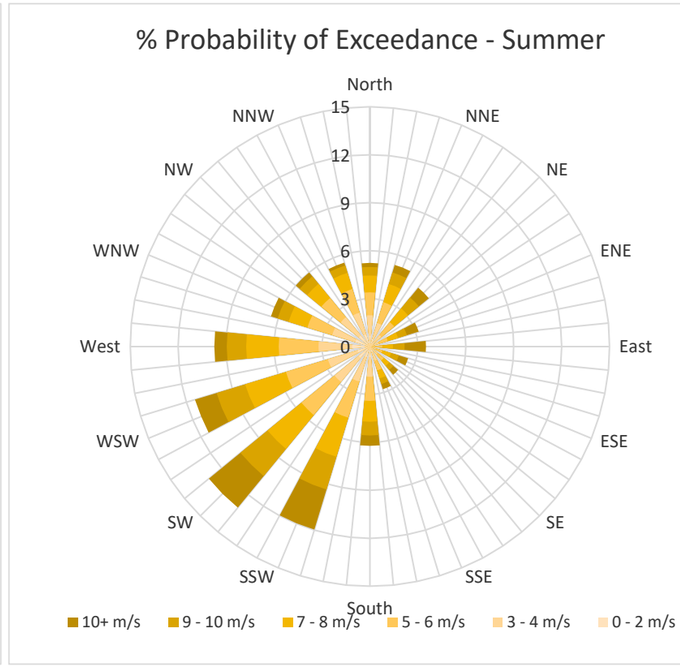
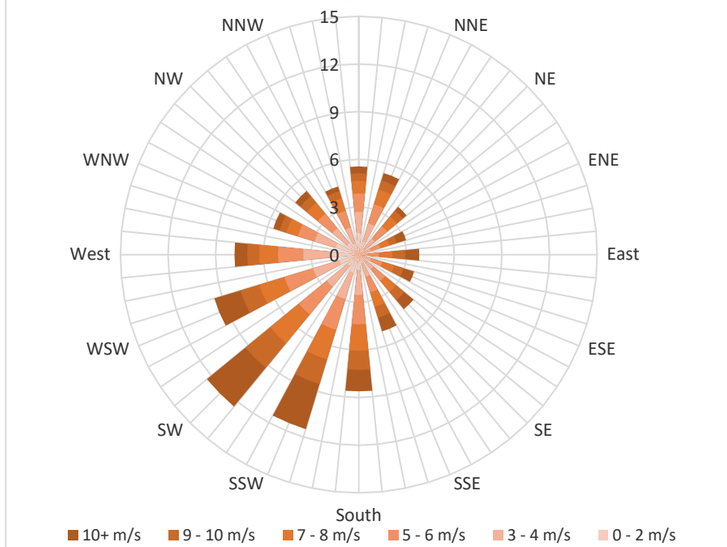
Figure 2 – Annual and seasonal wind roses.









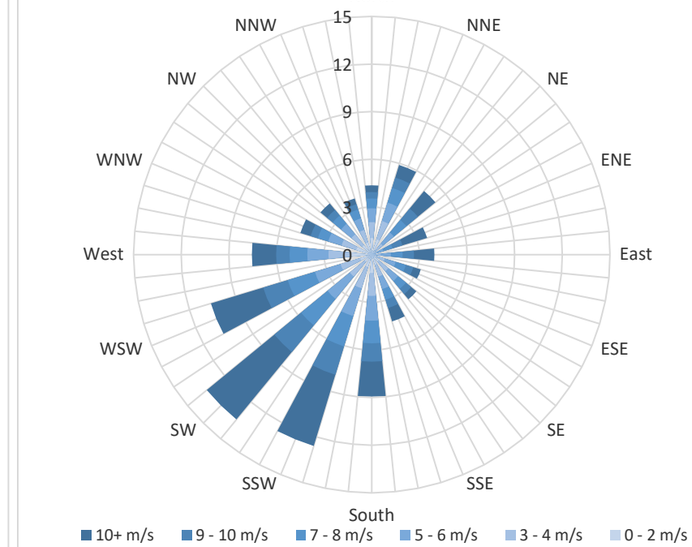


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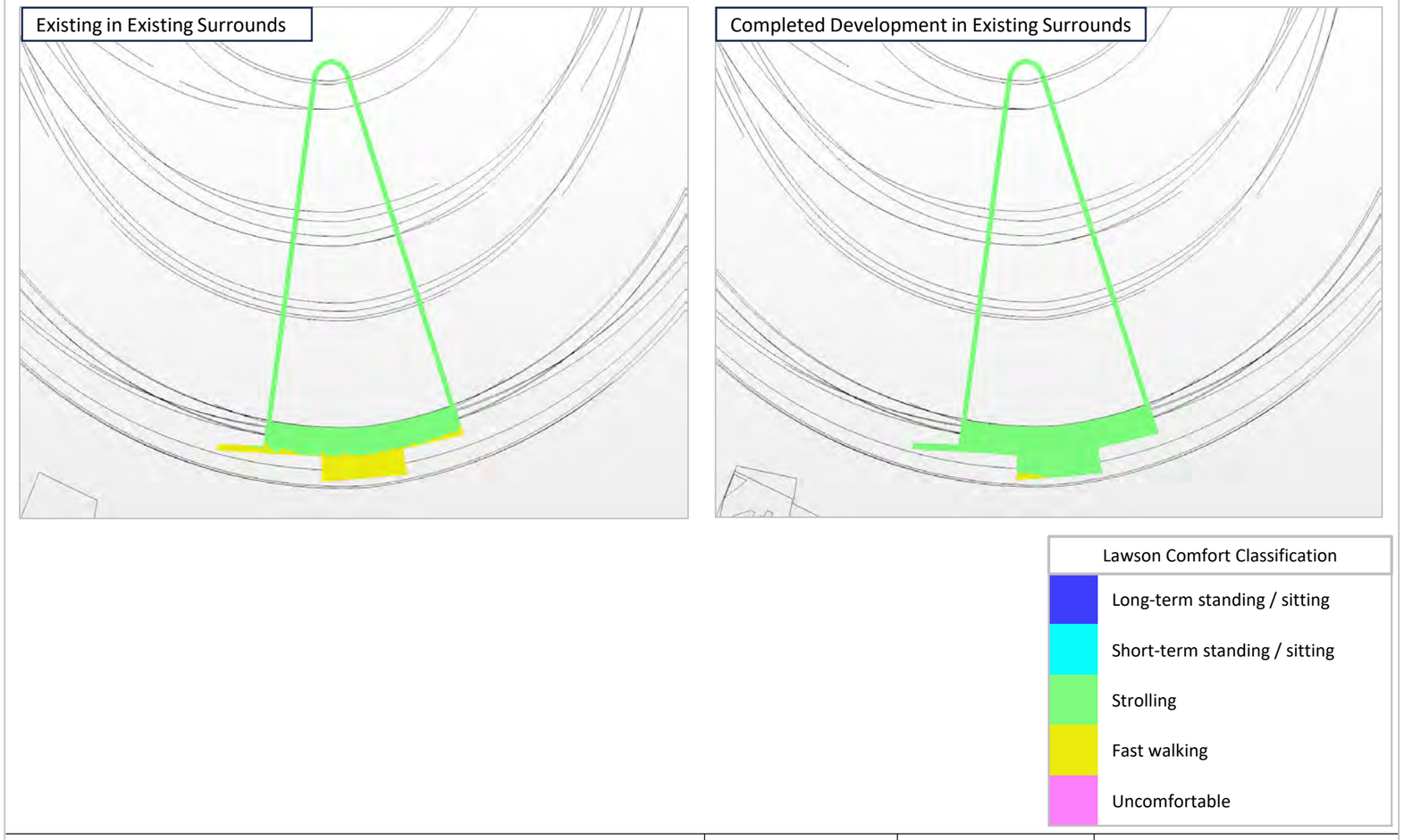
Figure 3 – Dare Skywalk, CFD predictions of summertime comfort.

The Dare Skywalk



3090515 – THFC Hotel Summer Comfort : The Dare Skywalk	Drawing No: 3090515/Skywalk(S)	Date: 03/11/2023	arcaero

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Figure 4 – Tottenham Hotspur Experience, CFD predictions of worst-seasonal and summertime comfort.

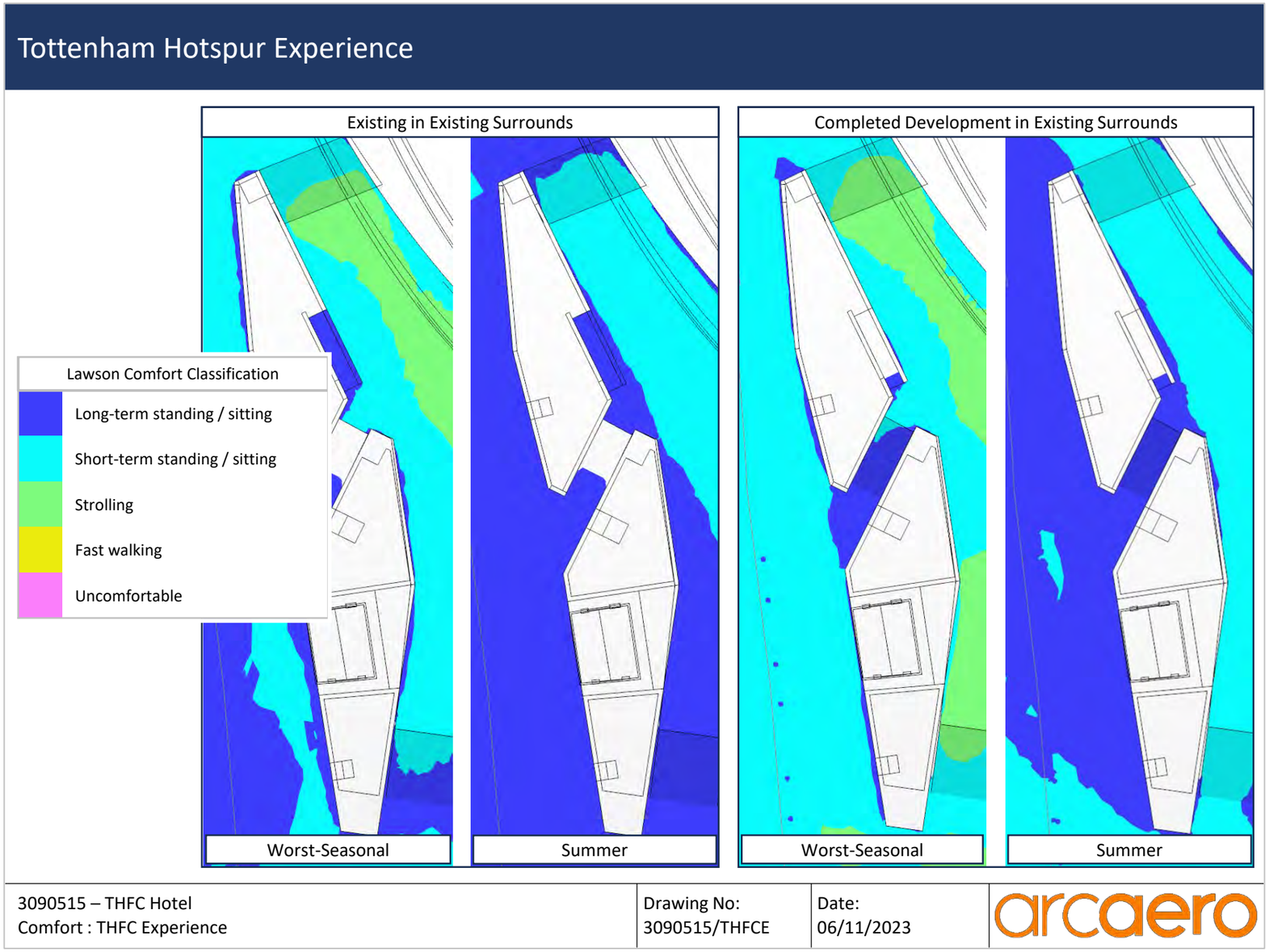

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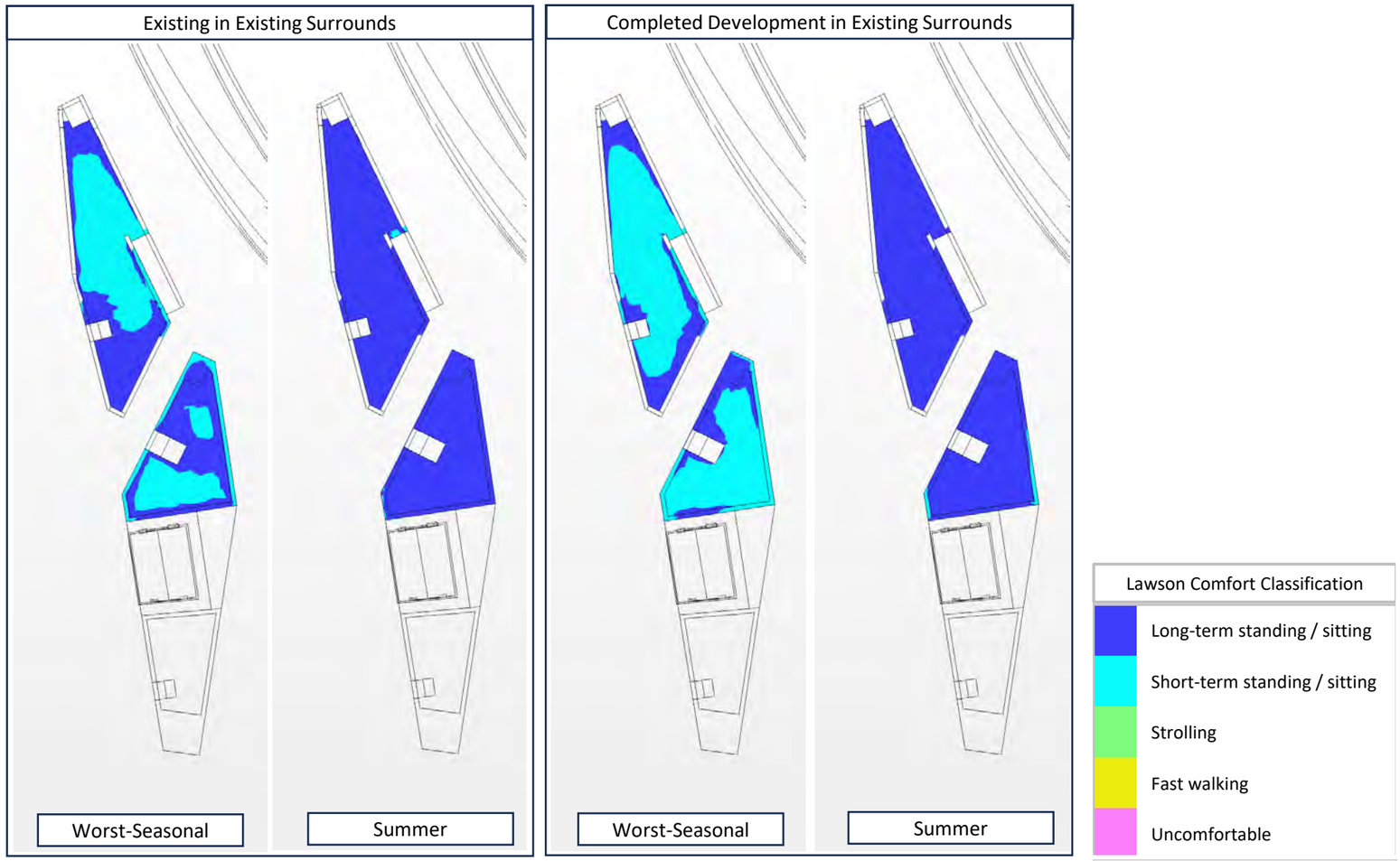
Figure 5 – Tottenham Hotspur Experience, CFD predictions of worst-seasonal comfort within the playground of St Francis de Sales Junior School.

Tottenham Hotspur Experience Potential Café



3090515 – THFC Hotel Comfort : THFC Experience Potential Café	Drawing No: 3090515/THFCEC	Date: 06/11/2023

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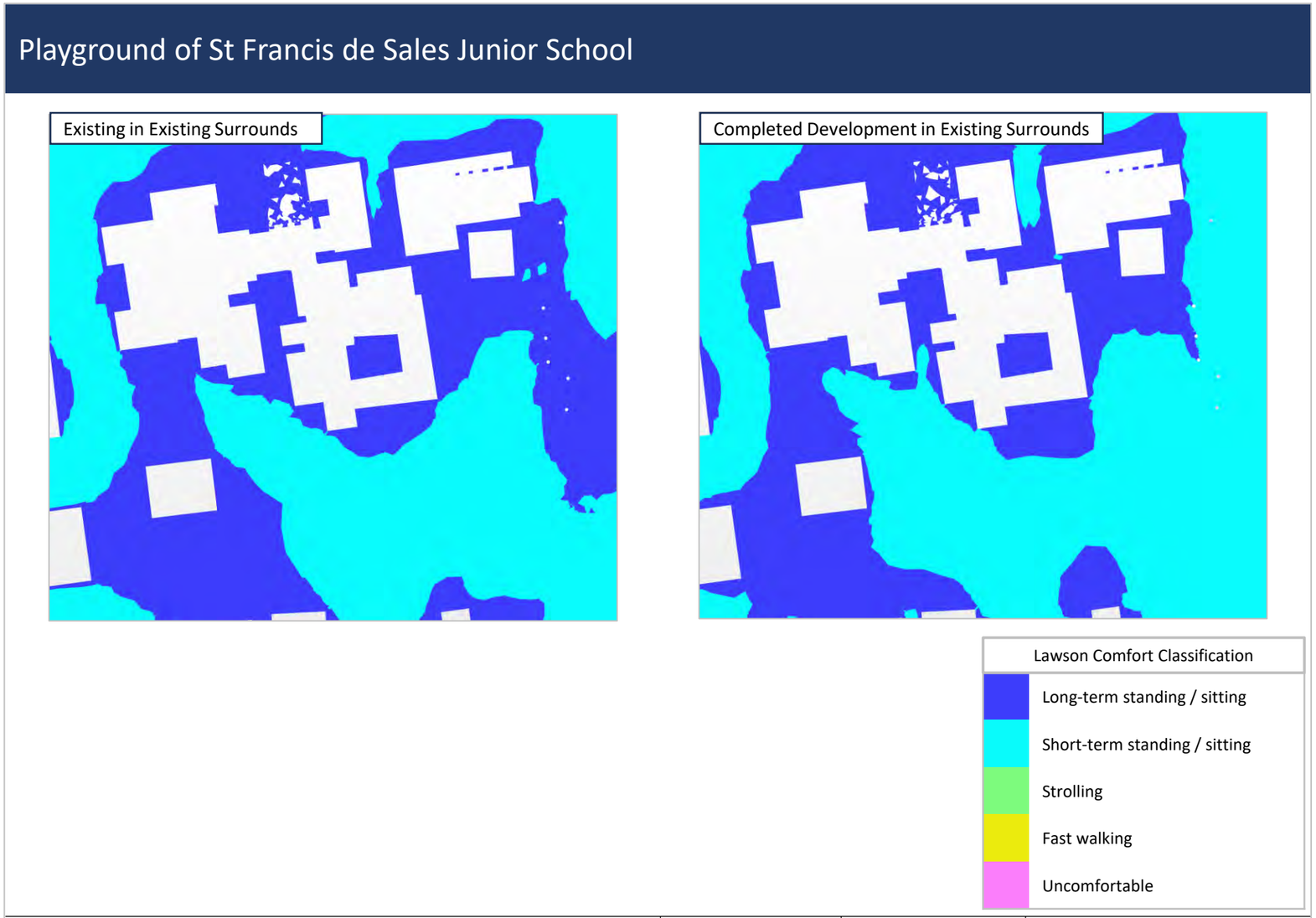
Figure 6 – CFD predictions of worst-seasonal comfort within the playground of St Francis de Sales Junior School.



3090515 – THFC Hotel Worst Seasonal Comfort : Playground of St Francis de Sales Junior School	Drawing No: 3090515/St Fran (W)	Date: 03/11/2023	arcaero

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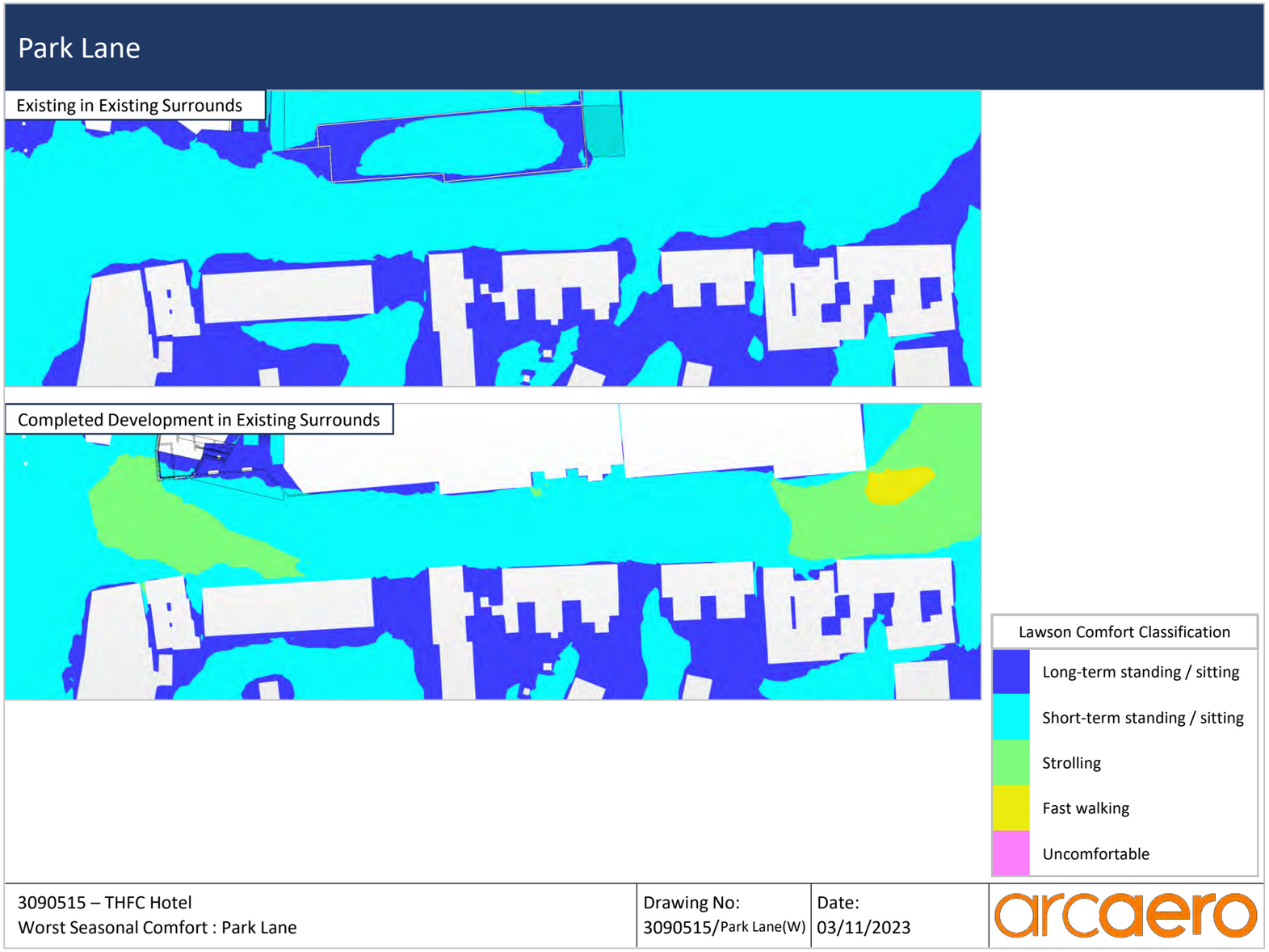
Figure 7 – Park Lane south, CFD predictions of worst-seasonal comfort



3090515 – THFC Hotel Worst Seasonal Comfort : Park Lane	Drawing No: 3090515/Park Lane(W)	Date: 03/11/2023	arcaero

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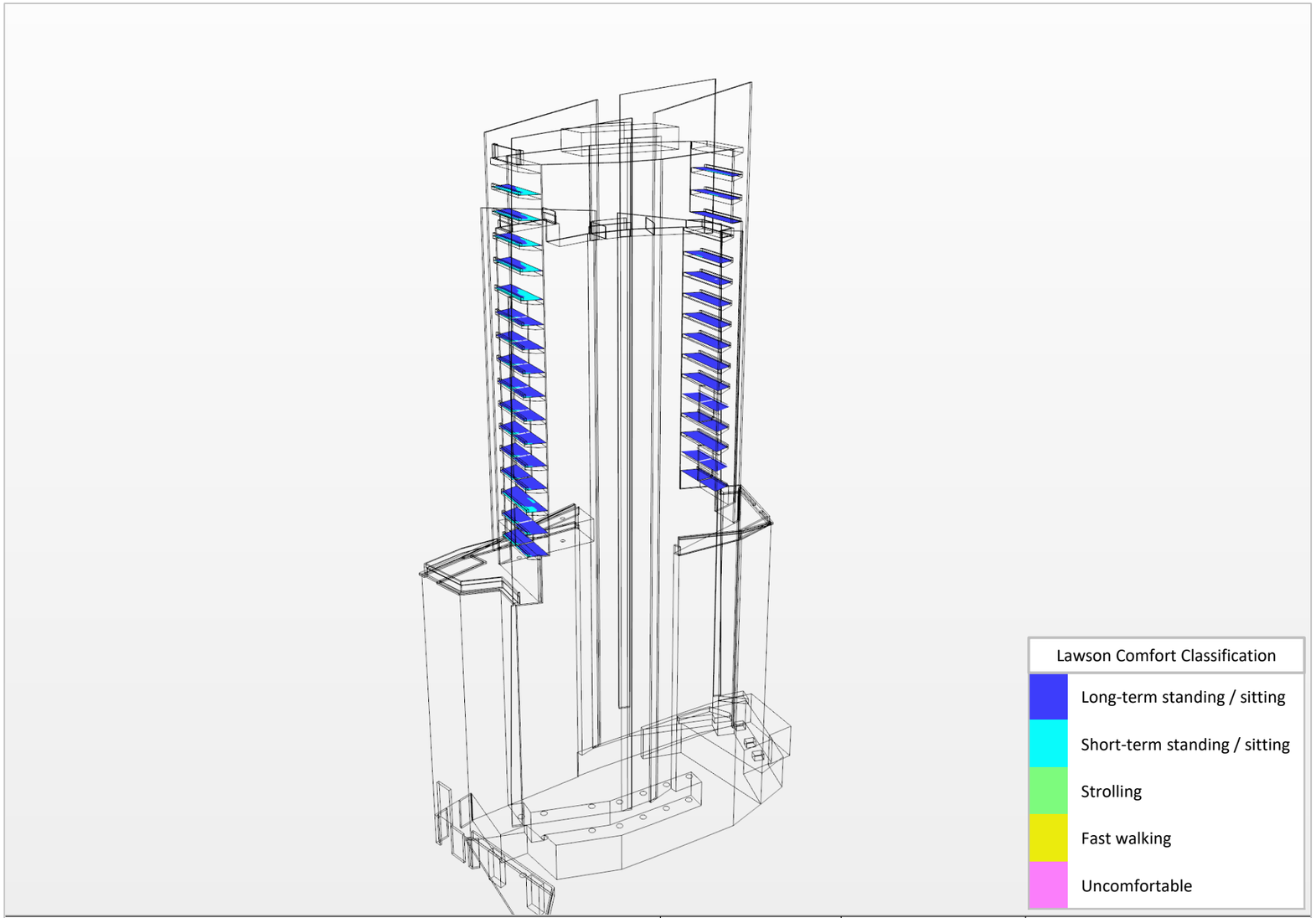
Figure 8 – Balconies, CFD predictions of worst-seasonal comfort



3090515 – THFC Hotel Worst Seasonal Comfort : NDP Hotel's Balconies	Drawing No: 3090515/Balconies (W)	Date: 03/11/2023	arcaero

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Assessment Methodology

Overview

CFD modelling has employed a steady-state RANS approach This method employs turbulence models to approximate the magnitude of velocity fluctuations about the average wind speeds predicted, in order to derive an estimation of the effect of gusts.

Salient highlights of this approach are:

- the Shear Stress Transport k-ω turbulence model has been employed.
- Architectural features of 0.5 metres or more have been captured within the geometry modelled.
- Cell sizes of as small as 0.2 metres were utilised to capture flow behaviour in critical locations.
- The region of interest closest to the ground (1.5 metres) incorporated 5 layers of cells.

Computational Model

A digital model of the site and surrounds was used for the study. The surrounding area was modelled up to a distance of 600 m and all features which are likely to impact the wind flow to and through the site have been replicated.

Spatial Discretization

The computational domain was discretised using polyhedral cells for the core mesh, and low aspect-ratio prism cells adjacent to walls and the ground. Computational meshes were constructed for each of the three different study configurations.

The computational domain includes the proposed development site, with surrounding buildings and topographical features within a 600m radius represented explicitly. The full computational domain extends to 1500m in the along-wind direction, 1100m in the across-wind direction, and 450m vertically.

The proposed development and immediate vicinity were meshed down to a cell size of 0.2m in order to capture the detailed geometric features and resulting flow artefacts. The pedestrian ground level surfaces were meshed with a prism layer mesh of 5 layers, which, in the vicinity of the building rise up to a total height of 1.5m above the ground.

Solution Method

The modelling of an incompressible fluid flow was completed with combinations of semi-implicit method for pressure-linked equations (SIMPLE) algorithms. The resulting flow turbulent features were modelled with introduction of the Shear Stress Transport (SST) k-ω turbulence model. This model was suggested by Menter and is based on a two-equation eddy-viscosity approach, where the SST model formulation combines the use of a k-ω in the inner parts of the boundary layer, but also switches to a k-ε behaviour in the free-stream regions of the solutions. Further details for the selected turbulence model are provided in the work of Menter.

Inlet and Boundary Conditions

The atmospheric boundary layer flow was simulated by implementing a logarithmic velocity profile model presented by Richards and Hoxey, with the following main assumptions:

- The vertical velocity component at the domain boundary is negligible

- The pressure gradient and shear stress are constant

The model implies the following equation for the mean inlet velocity at the CFD domain:

$$U(z) = \frac{U^*}{\kappa} \cdot ln\left(\frac{z + z_0}{z_0}\right)$$

where:

- κ - is the von Karman's constant
- z - is the distance from the ground surface in vertical direction
- z_o - is the ground surface roughness length in meters

The friction velocity U* is calculated by the following equations:

$$U^* = \kappa \cdot \frac{U_{ref}}{ln\left(\frac{z_{ref} + z_0}{z_0}\right)}$$

where:

- z_{ref} – is the reference height in metres
- U_{ref} - is the reference velocity in m/s measured at z_{ref}

The turbulent velocity fluctuations at the domain inlet are induced by the constant shear stress with height, maintained by the turbulent kinetic energy k equation below:

$$k(z) = \frac{(U^*)^2}{\sqrt{C_\mu}}$$

where:

- $C\mu = 0.09$ - is a k-ε turbulence model constant

All surface boundary conditions were modelled as smooth walls with a no-slip condition. A no-slip wall boundary condition with a varying roughness length height based on the terrain analysis for the site was applied on the ground surface outside the explicit surrounds area of the domain.

Gust Equivalent Mean Calculation

The gusts in the wind flow is a major component that may lead to additional danger and discomfort to that caused by the mean wind flow. Thus, the gust wind speed is accounted by a calculation of the equivalent mean wind speed, considering the standard deviation of the mean wind speed, in particular the turbulent kinetic energy, k:

$$\sigma = \sqrt{(k * 2/3)}$$

The GEM is them calculated as:

$$U_{GEM} = \frac{U_{Mean} + 3.5\sigma}{k_g}$$

Where gust factor, k_g= 1.85

The final speedup used in the Lawson criteria is the worst case from U_{GEM} and U_{Mean}.

21st November 2023

Housing, Regeneration and Planning
Haringey Council
River Park House
225 High Road
London, N22 8HQ

Dear Samuel,

THFC Hotel S73 Application – Wind Microclimate Review

A detailed review of the wind microclimate assessment forming part of the ES Addendum, submitted in support of the S73 planning application for the proposed THFC Hotel, forming Plot 3 of the Northumberland Development Project (NDP), was carried out by Urban Microclimate Limited and presented in a report dated 23rd October 2023.

This follow-up report reviews the further information and clarifications provided by the applicant, in response to the initial review.

This report then goes on to review Annex 3: Wind Microclimate ES Addendum Update of the ES Addendum Supplementary Note (October 2023), which addresses amendments to submitted proposals.

The review does not extend to a detailed technical analysis, and we have not conducted our own assessments.

Urban Microclimate Limited
16 Torrington Gardens, Perivale, Middlesex UB6 7EN
Tel 0799 097 2510
Registered in England and Wales No. 9286534

Conclusions from October 2023 Review

As indicated in the October 2023 review report, the overall approach was considered appropriate and broadly in line with best practice, though a non-standard practice (in averaging exceedances of target threshold wind speeds) seemed to have been applied in assessing the significance of some of the results.

The assessment scenarios included an updated Baseline, which appeared to omit wind mitigation measures accounted for in the 2015 ES for the current phase, and omitted the interim scenario comprising the completed Hotel in the absence of Plots 4 and 5, which appeared to represent the worst-case scenario for the consented Hotel in the 2015 ES. This made a direct comparison of the effects of the proposed Hotel and the consented Hotel difficult. Summaries included in the NTS and Chapter 2 of the ES suggested a reduction in effects from moderate adverse to negligible, but the moderate adverse effects for the Consented scheme were understood to apply to the interim scenario, for which mitigation was not developed. The NTS then went on to suggest that effects remain in line with the Consented scheme, which appeared more appropriate. Some beneficial effects, ranging from major in terms of safety to moderate in terms of comfort, were also reported but this was relative to the updated Baseline which appeared to omit wind mitigation measures accounted for in the 2015 ES for the current phase and should therefore be treated with caution.

With the inclusion of designed-in mitigation, residual effects were assessed as generally negligible, though the discussion referred to minor adverse effects on the elevated amenity spaces which were not then listed in the summary table. Whilst plausible, these assessed residual effects did appear to depend on:

- Mitigation measures which may not be included within the scheme submitted for approval;
- Limited uses of recreational spaces (particularly outdoor seating) which may not be in line with those illustrated in the plans submitted for approval; and
- Mitigation developed in the 2015 ES for Plots 4 and 5 being similarly effective with the proposed Hotel introduced, though this has not been verified as part of the wind tunnel studies.

These potential issues were included in the recommended list of clarifications on the following page.

The recommended clarifications requested from the applicant were as follows:

1. provide further justification for the scenarios assessed;
2. clarify the details modelled for the Baseline scenario;
3. provide further details of the atmospheric boundary layer simulation used;
4. provide further details of the climate data applied (Figures B.2 to B.6);
5. clarify any updates to the proposed Hotel Development (and their potential effects) implemented subsequent to the wind tunnel tests;
6. provide further justification for the stated effectiveness of the preliminary Plot 4 and 5 mitigation;
7. clarify existing and proposed conditions at the following further sensitive surrounding receptors:
   - The Dare Skywalk;
   - Podium level entrances and potential café outdoor seating for the Tottenham Experience;
   - The playground of St Francis de Sales Junior School; and
   - Commercial and residential entrances and private gardens along Park Lane.
8. clarify the proposed usages of the proposed Hotel amenity spaces, the wind mitigation measures implemented and the resulting suitability of wind conditions;
9. clarify the proposed process for securing any required mitigation measures (or appropriate alternatives) not included in the design submitted for approval;
10. clarify which elements of the wind mitigation create the improvement on the east side of the Hotel (sensor location 72); and
11. provide further details of the CFD studies carried out to assess the private balconies.

Review of Clarifications and Further Information (November 2023)

1. Provide further justification for the scenarios assessed

The response states that the proposed Hotel forms part of the wider, consented, scheme assessed, and that the interim scenario assessed in the 2015 ES provided sensitivity tests of a short window, not reflective of the Consented Scheme. The validity of this response depends on the final construction phasing which, it is understood, is not currently fixed.

Should the remaining phases be constructed in a single, overlapping, construction period then it is agreed that the assessment of the proposed Hotel within the wider consented scheme is appropriate.

Should the proposed Hotel be completed and occupied prior to commencement of the later phases then an assessment of this interim scenario, to identify the requirements for, and verify the effectiveness of, additional temporary wind mitigation measures would be advisable**. It is therefore recommended that, pending the final construction programme, a planning condition be attached to any consent requiring this further assessment.**

2. Clarify the details modelled for the Baseline scenario

The response confirms that some of the mitigation measures committed to in the 2015 ES have not yet been implemented, that the existing trees to the southeast of the stadium were omitted from the model and that the stepped geometry of the stadium, which may benefit conditions at the recessed entrances, was not represented on the model. On this basis, the assessed baseline is conservative, and any reported beneficial effects of the introduction of the proposed Hotel and remaining phases should be considered accordingly.

3. Provide further details of the atmospheric boundary layer simulation used

Further details of atmospheric boundary layer simulation are provided and are considered acceptable.

4. Provide further details of the climate data applied (Figures B.2 to B.6)

Further details of climate data are provided and are considered acceptable.

5. Clarify any updates to the proposed Hotel Development (and their potential effects) implemented subsequent to the wind tunnel tests

This requested clarification is largely superseded by the ES Addendum Supplementary Note, discussed later in this report.

The relocation of the podium-level entrance from the set-back southeast corner to the eastern elevation is not expected to materially affect the suitability of

conditions, which are expected to remain suitable for pedestrian ingress / egress. This conclusion is considered plausible.

6. **Provide further justification for the stated effectiveness of the preliminary Plot 4 and 5 mitigation**

The response suggests that preliminary computer modelling studies (CFD) helped identify the worst-case areas, to locate the wind speed sensors for the wind tunnel studies. This is a plausible explanation for the worse conditions reported than in the 2015 ES.

The response goes on to state that the Plot 5 conditions are largely driven by southerly and south-westerly winds, such that the conditions are not particularly sensitive to the final form of the proposed Hotel, with any beneficial sheltering effects limited to winds from the west and west-south-west.

Overall, the response suggests that the final Plot 4 and 5 mitigation measures may need to be more substantial than the preliminary 2015 measures, but that a broadly similar approach (comprising mainly deciduous trees and evergreen hedges) should remain a viable mitigation strategy.

Best practice would have reconfirmed the effectiveness of the preliminary Plot 4 and 5 mitigation strategy during the wind tunnel studies. However, given that further testing will be required during the detailed design stages for the future phases, the response is considered acceptable.

7. **Clarify existing and proposed conditions at the following further sensitive surrounding receptors**

The further receptors are assessed based on a combination of the wind tunnel results and CFD, understood to have been carried out during the design development stages. Assuming that the CFD has been validated against the subsequent wind tunnel test results, this approach is considered acceptable.

The Dare Skywalk

The response indicates that summer conditions are expected to be suitable for a mix of leisurely strolling and fast / business walking for baseline conditions, with the area suitable for only for fast / business walking reduced for proposed site conditions. The effect of the proposed Development is therefore stated as minor beneficial. This conclusion is considered plausible, though based on the significance criteria outlined in the ES Addendum this would perhaps more appropriately be stated as negligible. It should also be noted that we have not been able to identify the exact route of the Skywalk or the seasonal usage and so assume that the relevant information has been provided to the applicant's consultant and applied accordingly.

Podium level entrances and potential café outdoor seating for the Tottenham Experience

The response indicates that conditions at the entrances are expected to be suitable for associated uses for both the baseline and proposed site conditions and that the effect of the proposed Development is therefore negligible. This conclusion is considered plausible.

The response regarding the potential café outdoor seating considers a roof area, rather than the podium-level area requested (and shown in the wider landscaping plans). The presented podium-level results appear to suggest that baseline conditions may be suitable for outdoor seating in summer but that with the introduction of the proposed Development conditions may become too windy for such uses. **It is recommended that further clarification be requested on this.**

The playground of St Francis de Sales Junior School

The response indicates that conditions are expected to be suitable for associated uses for both the baseline and proposed site conditions and that the effect of the proposed Development is therefore negligible. This conclusion is considered plausible.

Commercial and residential entrances and private gardens along Park Lane

The response indicates that conditions are expected to be suitable for associated uses for both the baseline and proposed site conditions and that the effect of the proposed Development is therefore negligible. This conclusion is considered plausible.

8. **Clarify the proposed usages of the proposed Hotel amenity spaces, the wind mitigation measures implemented and the resulting suitability of wind conditions;**

This requested clarification is largely superseded by the ES Addendum Supplementary Note, discussed later in this report.

The response suggests that the communal residential terrace at Level 14 (previously at Level 13) is ‘substantially’ suitable for general recreational activities, including short-term standing, from spring to autumn. The ‘substantially’ presumably excludes the northeast corner, which the ES Addendum appeared to indicate was marginally windy for such uses in spring (though it is assumed that this would be largely driven by north-easterly winds which are typically cold in spring and would likely limit recreational uses anyway). The response does however acknowledge that conditions are too windy for outdoor seating along the east side of the terrace, where both the submitted drawings and the DAS illustrations suggest seating. It is agreed that this would represent a moderate adverse effect. It is suggested that there is flexibility in the final layout of the terrace and that the seating could be located in the northwest corner, where conditions were assessed as suitable for such uses. However, it is unclear how well this would work with the revised direct access route to the terrace.

9. **Clarify the proposed process for securing any required mitigation measures (or appropriate alternatives) not included in the design submitted for approval;**

This requested clarification is partially superseded by the ES Addendum Supplementary Note, discussed later in this report.

The response suggests that the wind break on the Level 13 terrace (previously at Level 12) has been removed and it is understood that this is accounted for in the ES Addendum Supplementary Note.

The response suggests that dividing (or privacy) screen are incorporated into the revised Level 27 to Level 29 terraces and that these are accounted for in the ES Addendum Supplementary Note.

No additional or alternative mitigation measures are identified.

10. **Clarify which elements of the wind mitigation create the improvement on the east side of the Hotel (sensor location 72); and**

The response confirms that conditions at location 72 are very marginal with respect to the fast / business walking criterion in winter, such that the change in comfort rating is most likely due to experimental accuracy. This a common occurrence in any experimental approach applying pass / fail thresholds and the explanation is considered acceptable. Based on this, conditions are likely to be considered at least tolerable and it is agreed that the effect, on pedestrian passage along the east side of the proposed Hotel, could be considered no worse than minor adverse.

11. **Provide further details of the CFD studies carried out to assess the private balconies.**

Further details of balcony assessment are provided and are considered acceptable.

Review of ES Addendum Supplementary Note (October 2023)

The further wind microclimate assessment summarised in the ES Addendum Supplementary Note is based on an expert review of the amendments, supplemented by computational modelling (CFD) to illustrate comparative wind speeds (between the submitted and amended schemes) in the areas most likely to be affected by the amendments.

It should be noted that the steady-state CFD approach applied provides only an estimate of gust effects and does not explicitly model the gusts. As stated in the supplement, a detailed quantitative assessment, to confirm conditions in terms of pedestrian and occupant safety and comfort, would require wind tunnel testing (as applied in the July 2023 ES Addendum).

Given the extent of the amendments, and that the CFD has presumably been validated against the wind tunnel tests, the overall approach applied in the supplement is considered acceptable. However, it is recommended that any future development of further wind mitigation measures be carried out through wind tunnel testing, to ensure that gusts are fully accounted for.

The key areas with potential to be affected by the amendments are discussed as follows:

Street Level - Southern Plaza

The supplement suggests that worst-seasonal conditions should be comfortable for short-term standing / sitting associated with entrance uses and waiting areas. However, both the wind tunnel tests (ES Addendum) and preliminary CFD (clarifications response) appear to show accelerated winds, suitable only for leisurely strolling during at least the worst season, encroaching on the general vicinity of the west parts of the plaza planters with benches. It is understood that the planters and trees are not represented in any of the assessments, but the trees do not appear to extend to the western part of the planter and any localised benefit from the landscaping would therefore depend on the type and heights of the shrubs.

It is recommended that the applicant re-confirm the expected suitability of conditions for proposed uses within the plaza.

Podium Level – Northern Terrace

The supplement suggests that the proposed amendments to the barrier scheme around the northern terrace would not be expected to materially affect the suitability of conditions for proposed recreational uses. This is considered plausible.

Both the supplement and the ES Addendum clarifications also suggest the removal of a planter from the north-western corner of the podium terrace. Although the corner planter appears to be reduced in extent, it is not clear which planter may have been removed. **It is recommended that further clarification be requested on this.**

The supplement concludes that suitable conditions for outdoor seating may be limited to the area long the northern façade. This presumably refers to the central area, away from the corners. The amended plans show seating extending significantly beyond this area, where conditions are not expected to be suitable for such uses. The residual effect in these areas is assessed as moderate adverse. This is considered plausible, and we would recommend further mitigation.

Level 13 – Hotel Roof Terrace

The supplement suggests that the proposed amendments to the terrace layout would not be expected to materially affect the suitability of conditions for proposed recreational uses. This is considered plausible.

It is not clear if the CFD accounts for the removal of the wind break, which it had been assumed was a key component in mitigating the exceedance of the safety criteria at the southwest corner of the upper levels. **It is recommended that further clarification be requested on this.**

The conclusion of the supplement is understood to allow for the wind break's omission and conditions are expected to be suitable for general amenity space, including short-term sitting, from spring to autumn. Conditions are however expected to be too windy for the outdoor seating uses indicated by the amended plan. The residual effect in these areas is assessed as moderate adverse. This is considered plausible, though clarification on the wind break is still recommended. We would also recommend further mitigation.

Levels 27 to 29 – Private Residential Terraces

The supplement suggests that conditions at the upper-level private terraces should be generally similar to those for the submitted scheme. Conditions are generally expected to be suitable for short-term standing / sitting from spring to autumn. Provided that summer conditions are towards the lower end of this comfort rating (and not only marginally below the strolling rating) it is agreed that these conditions should be acceptable for an elevated private space and the effect would be negligible.

Part of the northern terrace, at Level 29, is assessed as suitable only for leisurely strolling. It is agreed that this would represent a localised moderate adverse effect, though part of the terrace does appear to enjoy suitable conditions for outdoor seating.

Review Conclusions

The overall approach for the ES Addendum and Supplement is considered largely appropriate, though there remain some concerns, as follows:

- Should the proposed Hotel be completed and occupied prior to commencement of the later phases then assessment of this interim scenario, to identify the requirements for, and verify the effectiveness of, additional temporary wind mitigation measures would be advisable**. It is therefore recommended that, pending the final construction programme, a planning condition be attached to any consent requiring this further assessment.**

- The CFD results included within the clarifications appears to suggest a potential adverse impact on the podium-level café outdoor seating for the Tottenham Experience, shown in the landscaping masterplan. **It is recommended that further clarification be requested on this.**

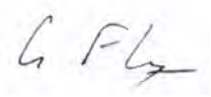
- Both the wind tunnel tests (ES Addendum) and preliminary CFD (clarifications response) appear to show accelerated winds encroaching on the general vicinity of the southern plaza planters / benches. **It is recommended that the applicant re-confirm the expected suitability of conditions for proposed uses within the plaza.**

- **It is recommended that the applicant clarify how the planter referenced in the northwest corner of the podium-level terrace and the wind break at the L13 terrace has been considered in the ES Addendum Supplement.**

Subject to the further clarification, it appears that there are some moderate adverse effects on proposed amenity spaces. These would likely benefit from further development of the wind mitigation measures.

It is recommended that any future development of further wind mitigation measures be carried out through wind tunnel testing, to ensure that gusts are fully accounted for.

Yours sincerely,



Dr Graeme Flynn
Director
Urban Microclimate Limited

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Kemp House,
128 City Road,
London, EC1V 2NX, UK
Tel: +44 (0)777 1516940
robin@architecturalaero.com

28th November 2023

Samuel Uff, Principal Planning Officer, Haringey Council
River Park House, 225 High Road, London, N22 8HQ.

Dear Samuel,

Northumberland Development Project – Section 73 Application
Wind Microclimate ES Addendum Review

I write in relation to the further queries & comments returned by Urban Microclimate on 21st November regarding the wind microclimate studies for the Northumberland Development Project (NDP) Section 73 Application (Ref. HGY/2023/213). The queries & comments along with our responses are as follows:

Query / Comment	**Response**
Should the proposed Hotel be completed and occupied prior to commencement of the later phases then assessment of this interim scenario, to identify the requirements for, and verify the effectiveness of, additional temporary wind mitigation measures would be advisable.	This seems reasonable; that said, with the concern expressed being related to the microclimate around the hotel and its immediate vicinity during a period where it is temporarily more exposed, it is recommended that further assessment be limited to this region.
The CFD results included within the clarifications appears to suggest a potential adverse impact on the podium-level café outdoor seating for the Tottenham Experience, shown in the landscaping masterplan.	The podium-level café outdoor seating that would form part of the TH Experience is anticipated to come forward in a similar time frame to the hotel, however it's precise design & arrangement is not fully established. Summertime conditions are currently expected to be suitable for short-term sitting which would be too windy in the absence of any further mitigation. The applicant has, however, indicated that they are happy to explore tailored landscaping or other typical sheltering measures at an appropriate stage in order to locally enhance conditions and ensure they are improved for café seating.
Both the wind tunnel tests (ES Addendum) and preliminary CFD (clarifications response) appear to show accelerated winds encroaching on the general vicinity of the southern plaza planters / benches.	The observation is correct, in the area where benches / planters are sited around one-third of this region is predicted to meet the threshold wind speed for short-term standing / sitting in winter between 90% and 95% of the time, with the remaining two-thirds predicted to be suitable between 95% and 98% of the time.

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	Of course, as was noted in earlier submissions, neither the trees nor other landscaping were modelled for this area as their precise form was not well understood until recently. The assertion that the trees are unlikely to materially help the conditions at the western end of the area is agreed, though it seems likely that the planter itself (shown in the DAS and being of the order of 500mm high) with dense perennial planting a further 500mm (or possibly more) would provide a useful degree of shelter from winds recirculating in this area once deflected away from the hotel. In particular, seated individuals are likely to benefit from this shelter, to the extent that only the western tip of the bench seating is likely to experience strolling conditions in winter. Given the improved suitability elsewhere, this is likely to be tolerable.
It is recommended that the applicant clarify how the planter referenced in the northwest corner of the podium-level terrace and the wind break at the L13 terrace has been considered in the ES Addendum Supplement.	The planter that was removed was in the very far north-western corner of the podium terrace, this was absent for any analysis carried out for the ES Addendum Supplement. To provide a like-for-like comparison of the L13 terrace with the earlier version of the scheme reported with mitigation, including the wind break, this element was included, and as the ES Addendum Supplement notes, modest differences would occur in parts of this terrace for particular wind directions, but these are unlikely to change the resulting suitability. That said, the ES Addendum Supplement goes on to note that the likely removal of the wind break would contribute to a moderate adverse effect – this is of course known because the presence and absence of the wind break was tested as part of the original wind tunnel studies. The recommendation for further mitigation is noted.

Yours Sincerely,

Dr Robin Stanfield
Director
Architectural Aerodynamics

Samuel Uff

From: Graeme Flynn <gflynn@urban-microclimate.com>
Sent: 28 November 2023 15:20
To: Samuel Uff
Cc: Robbie McNaugher; John McRory
Subject: RE: THFC Hotel - wind microclimate peer review

Hi Sam,
I've had a quick look at the further responses.

On point 1, I don't think the study area for a potential interim scenario assessment should be restricted at this stage. A review of the surrounding sensitive receptors would need to be carried out, taking account of any additional available information at that time, including the potential time period prior to commencement of the subsequent phases.

On point 2, creating suitable conditions through development of the landscaping should be viable.

On point 3, this seems reasonable.

On point 4, the response does not explicitly state if the wind break is required in relation to occupant safety. The assessed moderate adverse residual effect does suggest that the retained measures are expected to mitigate the exceedance of the safety criteria, and that only comfort would remain an issue, but you may wish to seek confirmation on this.

Best regards,
Graeme

From: Samuel Uff <Samuel.Uff@haringey.gov.uk>
Sent: Tuesday, November 28, 2023 2:02 PM
To: Graeme Flynn <gflynn@urban-microclimate.com>
Cc: Robbie McNaugher <Robbie.McNaugher@haringey.gov.uk>; John McRory <John.McRory@haringey.gov.uk>
Subject: RE: THFC Hotel - wind microclimate peer review

Hi Graeme,

We have a short response from the applicant. Does this all seem reasonable to you, alongside a required for further wind mitigation measures as part of the landscaping?

Thanks
Sam

From: Graeme Flynn <gflynn@urban-microclimate.com>
Sent: 23 November 2023 08:57
To: Samuel Uff <Samuel.Uff@haringey.gov.uk>
Cc: Robbie McNaugher <Robbie.McNaugher@haringey.gov.uk>; John McRory <John.McRory@haringey.gov.uk>
Subject: RE: THFC Hotel - wind microclimate peer review

Hi Sam,
Without knowing all the design constraints and how much over the target thresholds the current conditions are, it is difficult for us to advise on the potential to achieve suitable conditions.

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Northumberland Development Project Hotel

Wednesday 19 April 2023
Tottenham Hotspur Football Club stadium board room, High Road, London N17 0AP

Panel

Esther Everett (chair)
Georgios Askounis
Louise Goodison
Catrina Stewart
Joanna Sutherland

Attendees

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Joe Brennan	Frame Projects
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects

Apologies / report copied to

Robbie McNaugher	London Borough of Haringey
Bryce Tudball	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

Northumberland Development Project, Plot 3, Park Lane, London N17 0HB

2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Anabel Fernandez Rubio	F3 Architects
Ian Laurence	F3 Architects
Sean Bashforth	Quod

3. Planning authority briefing

The application site forms part of the ongoing phased redevelopment of the Tottenham Hotspur Stadium and associated surrounding land. This was granted as a hybrid permission in 2016 (HGY/2015/3000). The phased redevelopment includes the Tottenham Hotspur Stadium, Tottenham Experience, and the hotel and extreme sports centre. This review focuses on the hotel.

The site is south-west of the new stadium on the junction of Park Lane and High Road. It is adjacent to the Tottenham High Road / North Tottenham Conservation Area. The Grade II Listed Warmington House, to the west, has been incorporated into the Tottenham Hotspur Experience building. There are other locally listed buildings in the vicinity, including the Corner Pin pub opposite the site. The recently approved High Road West redevelopment is to the west of the site and has permission for substantial masterplan redevelopment (HGY/2021/3175.) The extreme sports building, which would be to the east of the approved hotel, was approved outline planning permission only. Reserved matters have subsequently been approved for the eventual scale (HGY/2021/1039) but not for detailed design.

The approved 2016 permission accepted the design but noted significant harm to the listed and locally listed buildings, failing to preserve and enhance the character of the conservation area. However, officers concluded that whilst there would be substantial and less than substantial harm caused to heritage assets, the benefits of the overall proposal would outweigh the harm as it is necessary to achieve the significant public benefits of the wider development.

The hotel was granted full permission in 2016 for a 22-storey tower to accommodate a 180-bedroom hotel with an additional 49 serviced apartments. The development has been implemented and foundations built. This revised proposal shows substantial changes to the height, layout, profile and materials. The scheme now shows a blade-like tower design with a slenderer appearance and an enlarged entrance canopy. The current scheme should be viewed in the context of the extant permission as well as the evolving character of the area.

Officers confirmed that the proposals are broadly in adherence to the 2016 approval. They would welcome the panel’s thoughts on how the different sections of the building relate to the stadium and emerging context, and the proposed materiality.

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4. Quality Review Panel's views

Summary

The panel notes that this scheme already has approval, but substantial changes are proposed to the layout, profile and materials. The reduction in width is a clear improvement and the panel supports the taller, slenderer tower. As this is a place of arrival at a key destination, the idea of a landmark building is supported. The design, especially at the top of the building, should be distinctive to achieve this and ensure it does not get lost in the cluster of other tall buildings proposed in the vicinity. However, the landscape and public realm must be as successful as the building. At present, the scheme appears as a corporate hotel, somewhat divorced from the diverse, creative energy of the neighbourhood it sits in. Local communities and businesses should be involved in developing the scheme to ensure that it provides clear community benefit and reflects Tottenham's character. Significant work is needed on the public realm strategy to better integrate the scheme into its surroundings, including mediating between the Tottenham Hotspur Stadium and the conservation area. How the building meets the ground and activates the podium, and the entrance sequences it creates should be interrogated and improved to create a coherent public-facing offer at all levels. Every opportunity should be taken to achieve low carbon sustainable design. This should include further exploration of materials, energy usage and renewables. The usability of all spaces inside and out should be thoroughly tested in terms of wind, sunlight / daylight, overheating and ventilation. The panel also asks for further work to develop the materiality of the building. This should be robust but tactile, especially at the lower levels. Texture should be used to find a less corporate and grey appearance that is more sensitive to the human scale, as well as the wider identity of the area.

These comments are further expanded below.

Height and massing

- The panel is broadly comfortable with the proposed 17 metre height increase on the consented scheme and supports the slenderer form of the tower.

- The scheme will be visible in long views and have an impact on the townscape, and the adjacent conservation area. However, it has already been determined through the outline consent that the public benefit of the development as a whole outweighs the harm. In addition, as this is a hotel (a place of arrival) and marks the important stadium destination, it is appropriate that this scheme acts as a landmark.

- However, the panel would encourage further work to refine the design, making it more responsive to its built and cultural context, ensuring that it is a landmark rooted in this part of Tottenham.

- The challenges associated with the loading capacity of the existing foundations and rights of light are understood, so this should be achieved through a distinctive design with particular attention to the building's crown, rather than through another increase in height.

- The panel recommends researching case studies on distinctive tall buildings with multiple levels at ground floor to inform the development of the scheme. The Shard is a good example of a successful, elegant landmark building that deals with multiple entrance levels.

Placemaking and integration

- This area and its residents have experienced significant change in recent years since the development of the Tottenham Hotspur Stadium, and this rate of change is continuing. There have been significant efforts in the wider development to reach out to the community with projects such as the Tottenham Experience.

- Considering the impact on locals and the recognised harm to the conservation area, it is essential that this tall building also provides community benefits and reflects Tottenham's character. At present, the architecture appears corporate, and somewhat divorced from the diverse, creative energy of the neighbourhood it sits in.

- The panel recommends engagement with the community to inform the design of the ground floor and podium spaces. This should help to ensure that the development meets the needs and desires of the community, alongside those of the hotel occupants and stadium visitors.

- It would encourage exploration of temporary or permanent interventions – for example the walls of the building at ground floor or podium level could be canvases for creativity, creating a point of interest with colour and materiality. This would soften the landscape and create a more playful, welcoming place.

- The council's 'Made by Tottenham' directory of local artists and businesses is a useful resource to assist with this.

Public realm

- The public realm proposals do not yet sit comfortably along Park Lane and in relation to the conservation area, as well as the emerging Allies and Morrison buildings. The landscaping strategy needs significant work to develop a more holistic response, ensuring it will support and be as successful as the building itself.

- Further work is needed on how the scheme negotiate changes between the ground and podium levels, ensuring that it contributes effectively to the public realm narrative on each level and that there is clarity of entrances.

- It is positive to hear that the podium space is already used for workshops and events on non-event days, and that the potential for market stalls is being investigated. The panel encourages further thought about opportunities for play and seating to make the podium more welcoming for the community.

- The scheme also needs to work for the thousands of people passing through on their way to the stadium. The ground floor and podium levels are currently dominated by hard landscaping. The ground floor vehicle drop-off area in particular is given too much prominence.

- The provision of greenery should be increased and there should be clear signage to cycle storage to make sure the public realm invites sustainable transport and is pedestrian friendly.

- More detail is needed to understand how the building activates the podium. The aim should be to create a fluid relationship between inside and outside.

- The planting shown on the upper levels also feels exotic and out of place in Tottenham. The panel would encourage use of species native to the UK.

Sustainable design

- Best practice and statutory requirements for sustainable low carbon design have changed significantly since the scheme was granted planning permission in 2016. The panel therefore welcomes the applicant's commitment to addressing this in the current designs.

- It notes that the 35% reduction against Part L mentioned in the presentation is a minimum GLA target and would encourage the scheme to go beyond this. For example, the panel would encourage ambitious targets for U-values and air tightness.

- The panel welcomes the thought being given to designing façades that respond to their orientation. The panel asks the project team to continue to develop this thinking as design work continues, alongside other considerations such as embodied energy.

- The current façade concept appears to rely on high embodied carbon materials such as steel. The panel encourages embodied carbon calculations as early as possible and for materiality to be optimised, including reducing the amount of steel needed in the structure.

- The panel is concerned about daylight and overheating challenges, particularly in west facing units where the ventilation strategy may not work as well due to orientation, height and windy conditions. This needs further work.

- In terms of health and wellbeing, the scheme would benefit from a thorough check of how usable all spaces are. The north facing balconies and the

ground level public realm require particular attention as they currently appear likely to be windy and shaded most of the time.

- The scheme should maximise opportunities for on-site renewable energy production, for example, considering photovoltaic panels on the roof levels.

- The panel understands that the intention is to connect to a district heating network, but in the future the scheme may need to accommodate heat pumps or adapt in other ways to achieve net zero carbon operation. A strategy is needed to future-proof the scheme for easy electrification. This may require space to be allocated that could become plant rooms if required.

- In terms of energy usage, many aspirational projects are now pushing for a target of 95 kilowatt hours/square metre. It would be interesting to see how this scheme compares, particularly as hotels have a constant demand for hot water. The project team should carry out energy analysis and look for opportunities for heat re-use, particularly regarding hot water.

Architecture

- The panel thinks that the architecture should better integrate into its context and soften the human experience of the building at lower levels.

- A clear set of 'rules' have been established in terms of planes, breaks and stepping of the façade. The panel understands the rationale of this approach but would encourage a return to different geometry and materials at lower levels as previously proposed.

- The external visuals of the scheme are crisp and attractive in the sunshine, but the panel is concerned that the powder coated metal and glass fibre reinforced concrete proposed will appear flat and grey on a normal cloudy day.

- The cast iron cladding of the Tottenham Experience building on the High Road is successful and the panel would encourage exploration of alternative materials with similar warmth. This could also help to tie the scheme into its surrounding context.

- In general, the panel encourages the project team to choose materials that feel more tactile and approachable.

- The National Theatre refurbishment in 2015 by Haworth Tompkins could be a useful precedent. The painted external frame has panels that reflect light and capture a sense of graininess and movement.

- The panel welcomes the idea of greening the façade, but questions how easy this will be to achieve, if it relies on residents to maintain planting on balconies.

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- A lighting strategy should be developed to accentuate the strip element of the façade, especially at night and on the north and south elevations. This could help to highlight the gardens that the management team can control.

Internal layout

- Further work is needed on the internal layout, especially to develop detail on the circulation.

- The project team should carry out 'day in the life' studies of different users (such as a hotel guest, a local resident and a member of staff) to think through all arrival sequences and journeys through the building.

- The panel is concerned about long internal corridors. These have little or no natural light or views out, which can be very disorientating.

- It suggests finding opportunities to add more openings, such as in the far south-eastern corner on the typical hotel floor plans, and through the side of the external stair to the hotel lobby at ground floor level.

Next steps

The panel would welcome an opportunity to review the scheme again at the next stage of design development. It would be helpful if the proposals could be seen alongside plans for the extreme sports centre to ensure that it works well with this important neighbouring context.

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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:

a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
b Make a positive contribution to a place, improving the character and quality of an area;
c Confidently address feedback from local consultation;
d Demonstrate how the quality of the development will be secured when it is built; and
e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

B Development proposals should relate positively to their locality, having regard to:

a Building heights;
b Form, scale & massing prevailing around the site;
c Urban grain, and the framework of routes and spaces connecting locally and more widely;
d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
e Rhythm of any neighbouring or local regular plot and building widths;
f Active, lively frontages to the public realm; and
g Distinctive local architectural styles, detailing and materials.

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Plot 3, Northumberland Development Project

Wednesday 6 September 2023
Suite 411, Tottenham Stadium, 782 High Road, London N17 0BX

Panel

Esther Everett (chair)
Georgios Askounis
Louise Goodison
Catrina Stewart
Joanna Sutherland

Attendees

Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Rachael Milliner	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Robbie McNaugher	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey

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1. Project name, site address and relevant planning application

Northumberland Development Project, Plot 3, Park Lane, London N17 0HB
HGY/2023/2137 (2023 application) and HGY/2015/3000 (2016 hybrid permission)

2. Presenting team

Anabel Fernandez Rubio	F3 Architects
Ian Laurence	F3 Architects
Richard Coleman	City Design
Sean Bashforth	Quod
Steve Williamson	Buro Happold

3. Planning authority briefing

The application site forms part of the ongoing phased redevelopment of the Tottenham Hotspur Stadium and associated surroundings. This was granted as a hybrid permission in 2016 (HGY/2015/3000). The phased redevelopment includes the Tottenham Hotspur Stadium, Tottenham Experience, a sports centre, and a hotel – the focus of this review – all connected by a shared podium. This site (plot 3) is south-west of the new stadium, adjacent to the North Tottenham Conservation Area. The Grade II Listed Warmington House is to the west and the Corner Pin pub opposite the site is locally listed. The recently approved High Road West redevelopment is located to the west of the site and has permission for substantial masterplan redevelopment.

Plot 3 has been approved as a 22-storey tower to accommodate a 180-bedroom hotel and 49 serviced apartments. A non-material amendment application was approved to allow these 49 apartments to have a more conventional residential use, making it a mixed-use hotel and residential tower. The permission has been implemented and foundations built: this proposal seeks to work from that base. The Extreme Sports Centre has not yet progressed and is expected to remain as per the original approval.

The applicants seek to amend the approved scheme in line with advice from potential hotel / residential operators by increasing the internal layout of the 49 residential units and adding private outdoor amenity space for each unit. The building height has increased to a maximum of 27 metres above that previously approved in 2016, with a greater emphasis on the narrow blade-like appearance.

Officers consider the increase in height to be well thought out and in-line with the aspirations for the landmark blade appearance previously advised by the panel. The detailed Townscape and Visual Impact Assessments are considered favourably, subject to detailed assessment. Officers welcome the panel's thoughts on the success of the tower's crown, how the scheme gives back to the community, materiality, public realm landscaping, and sustainability.

This is now a live application, which Haringey officers are yet to review, but there remains an opportunity to refine the proposals and seek further detail if required.

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4. Quality Review Panel's views

Summary

The panel appreciates the work completed since the previous review to take its comments on board. The scheme is heading in the right direction but could go further, especially in terms of public benefit and distinctive placemaking. The panel understands the complexity of making the public realm work on stadium event days and on normal days; for residents, for the wider community and for tourists; and to meet the servicing demands of a tall building. The building and the public realm must work together more successfully in three dimensions, including entrances and their articulation / prominence, particularly through a commitment to high quality detailing and materials. It is crucial that a clear framework (including phasing) is put in place for the delivery of the public 'town square' connecting the wider development, of which Plot 3 is one part. While there may be interim uses for the podium, this project team should take responsibility for embedding the longer-term plan into the design as soon as possible to futureproof its delivery and contribute more confident placemaking. Artists' briefs should also be fully integrated into the scheme's development, going beyond surface level. These challenges must be addressed imminently if they are to be resolved, especially now that the planning application has been submitted.

The increase in height is acceptable. Further work is needed to refine the crown of the building and ensure that it will work as an elegant wayfinding landmark in townscape views once the emerging towers to the east come forward. Sustainability could be improved through optimisation of the east and west façades, minimising reliance on mechanical ventilation and cooling, and use of regenerative materials.

The panel is disappointed with the lack of creativity in the public realm, landscape and approach to the building at lower level. More biodiversity would help to mitigate the microclimate as well as being more welcoming. The project team and the council are encouraged to work together to address the wider issue of the lack of cycle parking in the public realm. The panel suggests that the building's external appearance would be more welcoming if softened through materiality, greenery and articulated entrances. The panel is concerned that proposals lack a focus on the residential identity of the building, which appears to be an afterthought to the hotel. The building needs to function successfully for both, addressing the external and internal requirements of a residential building.

Public benefit and placemaking

- The panel's previous concerns remain that this scheme is not doing enough to provide public benefit and reflect Tottenham's character.

- At present this scheme feels like a corporate hotel seen in isolation. The panel asks that the project team think deeply about the wide-reaching influence that this development will have, and how its impact on heritage and on the local community is rebalanced.

- Locals who are not interested in football or the other events that take place at the stadium should still feel welcome. There should be an offer on non-event days for both residents and visitors.

- Central to this is the lack of a framework for the wider development – the entire Tottenham Hotspur Stadium and associated surroundings – of which Plot 3 is one important part of the jigsaw puzzle. It is not yet clear what the future context of the public realm will be, what the strategy is, and how this scheme fits in. Phasing will also have a significant impact.

- The original 2016 hybrid permission for the wider development outlined a vision whereby all plots are connected by shared public realm. This was to be a 'town square', with water fountains, seating areas and a sports pitch to create a greater sense of public space and activation of podium-level uses.

- The panel recognises that there are also interim uses for which the podium needs more hard landscaping as it will be used for the construction of other plots. However, there is no sense of a long-term plan to deliver the town square vision. In the panel's view, the project team for each plot must take responsibility for ensuring that their scheme will not only avoid hindering it, but will help to develop the missing detail of the design.

- The town square design must function for event days with large crowds and for the everyday servicing of the tall buildings, as well as providing an attractive new public space. For this to be possible, it must be a key driver of the scheme from the outset and discussions should begin as soon as possible about how to embed and future proof its delivery.

- Although a planning application has already been submitted, the panel do not think that that it is too late, especially with the same landowner for all plots. On the contrary, this could help the project team to propose more confident placemaking moves and to answer the panel's questions about public benefit.

- The panel suggest commissioning a physical model to visualise the other emerging plots and show how the public realm stitches the development together. Phasing diagrams with wider context would also be helpful. It should take control of the identity of this building, including its naming, as part of the placemaking strategy.

Artist engagement

- The panel recognises the work completed since the previous review to identify areas where artists could be involved in the scheme. However, it would be more meaningful if this could go beyond surface application.

- For example, artists could inform the scheme's approach to and narrative around sustainability, the wayfinding strategy, the articulation of entrances, the landscaping design, and the materials palette. The brief could also be less

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prescriptive and physical, allowing artists the freedom to propose ideas that link to the scheme's community engagement programme as well.

- The panel suggests working with Tottenham Hotspur's Business Community Liaison Group to develop an art framework, rather than only to commission artists. This would provide certainty that engagement will not follow construction but will be integrated and successful in creating local ownership.

Height, massing and appearance in key views

- The increase in height to create a more elegant finish to the building's crown, as well as to conceal the rooftop plant equipment, is acceptable.

- The building stands well on its own, but the panel needs further assurance that this will still be the case once the towers to the east emerge, as these could all blend into one solid mass in some townscape views.

- As this building is taller than the Tottenham Hotspur Stadium, it will become a wayfinding landmark and must work in views from many routes. At present, the building looks refined in plan and in night-time views, but not in the most common day-time perspective views.

- The panel encourages the project team to take the external design to the next level of detail, articulating the fins and bringing more delicacy in the changes of material to help the massing to appear less solid and grey.

- In the panel's view, the angled finish of the fins at the top of the tower is lost in views from the south. The project team's diagram explaining where these angles came from is logical, but as it will be seen in perspective, not elevation, the building appears flattened rather than articulated at the crown.

- The panel suggests that the fins are angled to form a more defined, spire-like point when seen from the south. This will better meet the project team's aspirations for an elegant landmark.

Sustainable design

- The project team's work since the previous review on improving the building envelope's U-value and thermal bridging performance is commended.

- The north and south façades respond well to their orientations, particularly the shading to the south. The east and west façades should be optimised, perhaps through further expressing the fins or mullions to create a deeper façade with more shading. The panel encourages this coming together of aesthetic design with functionality wherever possible.

- It is understood that it is challenging to achieve naturally ventilated thermally comfortable spaces in this context as there will be noise from the stadium and pollution from the High Road. The panel asks for more analysis of how often

mechanical ventilation and / or comfort cooling will be needed. The strategy should focus on adaptation for future hotter weather and minimising reliance on mechanical ventilation and comfort cooling.

- The panel encourages the project team to use regenerative materials as much as possible, going beyond recycled steel and cement replacement, and looking at natural materials such as stone, or those that are aligned with biophilic design.

- It would also like to understand what impact the increase in the building's height has had on embodied carbon calculations for the scheme, and how these have been mitigated or offset.

- It is positive that the energy strategy includes connection to the district energy network. The plant spaces reserved for air source heat pumps in case the energy network is not yet available should be safeguarded. This, and the overall energy strategy, should allow for easy transition with minimum disruption to electric, net zero carbon operation in the future.

- Further work on reducing the energy impact of hot water demand for the hotel would be welcomed. Photovoltaic panels should also be added to the canopy roof to increase renewable energy production.

- The panel urges the project team and the council to work together to address the wider issue of the lack of cycle parking in the public realm. The challenges of crowds and anti-terrorism measures are understood, but cycle parking must feel intuitive for cyclists if Haringey Council are to meet their aims around encouraging active and sustainable travel. In the meantime, the indoor cycle parking for this scheme must be well signposted and easy to access.

Public realm and landscape

- The podium public realm spaces are mostly hard landscaping due to the requirement for robustness for stadium event days. While this is understood, softer landscaping would not only add biodiversity and be more inviting but would also help to create thermally comfortable spaces. More planting, perhaps hardy evergreens, should be introduced to mitigate temperature increases and form a barrier to wind and down drafts.

- The panel is concerned that the landscaping to the front of the hotel onto Park Lane will be underwhelming. It is positive that the project team have worked to reduce vehicular movements here, but a much more creative response is expected for this location and brief.

- The landscaping should help to emphasise the location of entrances, perhaps by using material changes on the ground to indicate their presence.

- The panel is concerned that the level thirteen residential amenity space facing north-west / north-east will be overshadowed, and therefore not well used. The project team should investigate whether it can be moved to the south.

- The panel encourages the project team to avoid railings wherever possible and instead use planters to enclose areas. A successful precedent is the planters around outdoor seating for the restaurants on Granary Square.

Architecture

- Durable materials are required to cope with high footfall, but this makes the building feel unfriendly on approach at human level. Changes in material, texture or colour to create contrast where the building meets the ground and could be touched would help to bring the softness and articulation that the scheme is missing. This should be safeguarded through value engineering processes to ensure that the quality of the building's look and feel is delivered.

- The entrances are pushed back in shadow and difficult to find rather than celebrated as something special. The project team should look at routes from key public transport nodes and ensure that the entrances are more legible.

Residential user experience

- The project team should demonstrate that the user experience has been fully thought through – especially considering the differences between the hotel guests and the permanent residents, who will have very different needs.

- The panel appreciates the additional opening to the western façade since the previous review but advises finding more opportunities to bring natural light into internal corridors where possible.

- The residential shared outdoor amenity space should be accessible by all residents even if the adjoining function room has been hired for an event.

- The panel suggests allowing more generous width for planting on the overhanging balconies so that residents are not restricted in making their amenity spaces greener. This will also soften the building's appearance in key views from the north and south.

Next steps

The panel would welcome an opportunity to review the scheme again at a chair's review. This review should focus on public realm landscaping, including the long-term masterplan for the public realm across all plots of the Tottenham Hotspur Stadium wider development.

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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Northumberland Development Project Hotel

Wednesday 18 October 2023
Collaborative Space, Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
Georgios Askounis

Attendees

Rachael Milliner	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
John Kaimakamis	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Tom Bolton	Frame Projects
Esther McKinney	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Kirsty McMullan	Frame Projects

1. Project name and site address

Northumberland Development Project, Plot 3, Park Lane, London N17 0HB
HGY/2023/2137 (2023 application) and HGY/2015/3000 (2016 hybrid permission)

2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Ian Laurence	F3 Architects
Anabel Fernandez Rubio	F3 Architects
Sean Bashforth	Quod
Steven Williamson	Buro Happold
Lise Bellingen	Arup

3. Planning authority briefing

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The applicants seek to amend the approved scheme in line with advice from potential hotel / residential operators by increasing the internal layout of the 49 residential units and adding private outdoor amenity space for each unit. The building height has increased to a maximum of 27 metres above that previously approved in 2016, with a greater emphasis on a narrow blade-like appearance.

Officers asked for thoughts on how the detailed design has evolved, as well as commentary on proposed materials, junctions, landscape and public realm. Officers also welcomed the panel’s thoughts on the success of the tower’s crown, how the scheme gives back to the community, materiality, public realm/landscape, and sustainability. This is now a live application, under review by Haringey officers.

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4. Quality Review Panel's views

Summary

The panel thinks that the proposals have improved significantly since the previous review, and makes comments intended to ensure landscape, public art, local engagement and public space are delivered to the highest standards. Changes to the building's crown, articulation and materials make the design more elegant, and improve the quality of apartments. Public realm at ground floor and podium is also significantly improved, but the panel asks for further thinking on creating a unified public space outside the hotel entrance.

The proposed increase in the building's height can be justified through the delivery of greater public benefit. The panel therefore emphasises the importance of safeguarding the concept of a 'town square', and protecting future public access. The panel asks for guidelines on signage, planting and seating to prevent future operators compromising public realm quality. The panel also asks for the development of an arts and public engagement strategy, to help ensure the character of the area has a genuine influence on the project.

The panel encourages the applicant to set higher sustainability ambitions for the scheme, including reducing embodied carbon in materials, and exploring material reuse and circular economy principles.

These comments are expanded below.

Design development

- The panel thinks that the changes made to the crown of the tower since the last review work well. The articulation of the fins and the changes of material help the massing appear less solid, creating a more elegant form in townscape views.

- The changes to the crown design have also enabled better balcony provision and better aspect and amenity for the residential accommodation, and are welcomed by the panel.

- The panel is pleased to see significant development and improvement of the design for the ground floor level street frontage and entrances. Refinements to the design of columns, and the oversailing additions to the first-floor podium have a unifying effect on the street level public realm.

- Changes to the servicing strategy, which directs most large vehicles to podium level and away from street level, are welcome as they have created opportunities for some improvement to planting and seating. However, the location of the coach drop-off here, meaning that seating faces away from the hotel, prevents it from feeling unified. The panel suggests more work to ensure it provides a meaningful public space.

- The panel also notes that, although moving large vehicle servicing away from street level is beneficial, the arrangement should be monitored to ensure it does not have a negative impact on the quality of public space on the podium.

Arts and culture

- The public art brief has been developed since the last review, responding to the panel's request to expand the brief beyond commissions for fixed locations. However, the panel reiterates the need for the arts and culture element of the scheme to be curated, with an arts framework and a public engagement programme put in place as soon as possible.

- Public engagement is essential to reflecting the character of the area in the scheme. The panel would like to see local character embedded in the scheme design as it develops, rather than added later. A good example of this is Hackney Wick Station in east London, where local history stories have been told through a variety of materials and surface designs.

- Signage across the site should form part of the arts and culture brief. Both permanent signage and interim hoardings should be treated as an opportunity to involve artists.

Landscape and public realm

- The panel is aware that hotel and restaurant operators are not yet in place. However, it would like to see guidelines urgently developed for the locations and parameters of future signage, planting and seating. These are needed to ensure that the quality of public spaces in front of the hotel and the restaurant are not adversely affected when operators come on board.

- The increased height of the building can be justified, but an increased level of public benefit is expected. This should include safeguarding the future delivery of the proposed publicly accessible 'town square'. It is important that future public access is not compromised by servicing requirements. The 'town square' design must function on event days with large crowds, and enable the everyday servicing of the buildings, while also providing an attractive new public space. The panel encourages continuing discussions with Haringey officers to ensure this is the case.

- The line of trees to the north of the tower is a strong landscape feature that helps to integrate different elements of the public space, helping to create a sense of place. The green wall proposed for the west flank of the tower, however, does not feel integrated. It should be more clearly connected with the wider landscape scheme.

- The panel would like to see more opportunities for activity as well as the multi-use games area, and asks the design team to create opportunities for different scales of activity, especially for children. This can be done in simple but effective ways, such as through the use of markings on the ground. The Superkilen park in Copenhagen provides a useful case study.

- The panel is pleased to see the ground floor layout has been developed so that the outdoor amenity space for residents is accessible, even when the adjoining function room is in use for an event.

Sustainability

- The panel encourages the applicant to go beyond minimum requirements for embodied and operational carbon, and to set high sustainability ambitions across the scheme.

- Embodied carbon figures for the project are relatively high. The panel would like to see the applicant explore the reuse of materials and the application of circular economy principles as part of the project. The panel also asks for a commitment to reducing the use of high embodied carbon materials such as concrete, metal and glass.

- The panel appreciates that energy use figures for both the hotel and the apartments are skewed by the limitations of the Building Regulations Part L methodology. It suggests instead using the TM54 methodology to predict future energy use, so a comparison can be made with previous energy performance figures.

Next steps

As this is now a live planning application, the panel asks the design team to address the comments above in collaboration with planning officers.

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:

a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
b Make a positive contribution to a place, improving the character and quality of an area;
c Confidently address feedback from local consultation;
d Demonstrate how the quality of the development will be secured when it is built; and
e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

B Development proposals should relate positively to their locality, having regard to:

a Building heights;
b Form, scale & massing prevailing around the site;
c Urban grain, and the framework of routes and spaces connecting locally and more widely;
d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
e Rhythm of any neighbouring or local regular plot and building widths;
f Active, lively frontages to the public realm; and
g Distinctive local architectural styles, detailing and materials.

Planning History[i]

Planning Application	Description of Development	Supporting Environmental Information	Development Status
Hybrid Planning Permission **Ref. HGY/2015/3000** *Approved 15/04/2016*	Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of "appearance" and "landscape" are reserved in relation to the residential buildings and associated community and / or office building. Details of "appearance" and "scale" are reserved in relation to the sports centre building. Details of "appearance" are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and includes works to a Grade II Listed building for which a separate Listed Building application has been submitted (Ref: HGY/2015/3001).	ES ('2015 ES')	Completed Consented Scheme components: ▪ Plot 1; ▪ Plot 2; ▪ Temporary football pitches in south east of the Site; and ▪ Landscaping within Plot 5 extent. Consented Scheme components under construction: ▪ N/A
Listed Building Consent **Ref. HGY/2015/3001** *Approved 15/04/2016*	Listed building consent for internal and external works to No.744 High Road, all in connection with the use of the building for ancillary museum uses associated with a separate planning application for		

Planning Application	Description of Development	Supporting Environmental Information	Development Status
	the Northumberland Development Project.		
Non-Material Amendment Application **Ref. HGY/2016/1409** *Approved 26/05/2016*	Non Material Amendment following a grant of planning permission HGY/2015/3000 for amendment to the wording of condition C14 to bring the timing of the requirement of the information required by the condition more into line with the construction programme.	N/A	
Non-Material Amendment Application **Ref. HGY/2016/1816** *Approved 20/07/2016*	Non-material amendment following a grant of planning permission HGY/2015/3000 to amend drawings listed under Condition A4 relating to the remodelling of the new stadium west stand main entrance.	N/A	
Non-Material Amendment Application **Ref. HGY/2016/1790** *Withdrawn 13/06/2016*	Non Material Amendment following a grant of planning permission HGY/2015/3000 for amendment to the wording of condition C14 to bring the timing of the requirement of the information required by the condition more into line with the construction programme.	N/A	
Non-Material Amendment Application **Ref. HGY/2016/1976** *Approved 04/11/2016*	Non-material amendment following a grant of planning permission HGY/2015/3000 to introduce modifications to the wording of conditions A12, D19 and E15	N/A	
Non-Material Amendment Application **Ref. HGY/2017/0791**	Non-material amendment to Condition A4 (consented drawings and documents) attached to planning permission HGY/2015/3000: Proposed replacement of approved stadium	N/A	

Planning Application	Description of Development	Supporting Environmental Information	Development Status
Approved 11/04/2017	basement access ramp from High Road with new basement access ramp from Park Lane. Consequential amendment to Condition B23 (High Road Vehicular Access).		
Non-Material Amendment Application **Ref. HGY/2017/1106** *Approved 04/05/2017*	Proposed non-material amendments to inner edge of roof profile. Rationalisation of maximum operational capacity to 61,559 (from 61,461 as originally applied for).	N/A	
Non-Material Amendment Application **Ref. HGY/2017/1183** *Approved 09/05/2017*	Non-material amendment following a grant of planning permission HGY/2015/3000: proposed removal of 90 day restriction (Condition D16) to allow operation of hotel serviced apartments as C3, rather than C1 Use Class. Consequential amendments to Conditions A4, A7 and D1.	N/A	
Non-Material Amendment Application **Ref. HGY/2017/1563** *Approved 23/06/2017*	Non-material amendment following a grant of planning permission HGY/2015/3000 for proposed re-siting of south east basement access ramp	N/A	
Non-Material Amendment Application **Ref. HGY/2017/1564** *Approved 20/04/2018*	Non-material amendments following a grant of planning permission HGY/2015/3000 to drawings "Location Plan", "Block Plan", POP-4494-PLN-GA-0200 Rev 1, POP-4494-PLN-GA-0201Rev 1, POP-4494-PLN-PL-0208 Rev 1, POP-4494-PLN-EL-0220 Rev 1, POP-4494-PLN-EL-0231 Rev 1 and POP-4494-PLN-	N/A	

Planning Application	Description of Development	Supporting Environmental Information	Development Status
	DE-0233 Rev 1 under Conditions A4 and C1 of the permission, in conjunction with amendments to Warmington House		
Non-Material Amendment Application **Ref. HGY/2017/2487** *Approved 16/04/2018*	Non-material amendment following a grant of planning permission HGY/2015/3000 for the deletion of Condition A9 (Materials Boards)	N/A	
Non-Material Amendment Application **Ref. HGY/2017/2499** *Approved 24/04/2018*	Non-material amendment following a grant of planning permission HGY/2015/3000: scheme amendments in respect of Conditions A4 and B1 (Consented Drawings). Please refer to covering letter for further detail.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/0281** *Approved 05/03/2018*	Non-material amendment to the stadium seating bowl and a consequential amendment to the maximum seating capacity following a grant of planning permission HGY/2015/3000	N/A	
Non-Material Amendment Application **Ref. HGY/2018/0848** *Approved 12/04/2018*	Non-Material Amendment under S96a to vary the approved plans and to HGY/2015/3000 (Stadium), permit the relocation of the north-west toilet block to beneath the existing podium access ramp to Lilywhite House.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/1797**	Non material amendment for deletion on Condition B29 (Articulated Vehicles) to HGY/2015/3000.	N/A	

Planning Application	Description of Development	Supporting Environmental Information	Development Status
Approved 17/07/2018			
Non-Material Amendment Application **Ref. HGY/2018/1796** *Approved 01/08/2018*	Non material amendment for deletion of Condition B18 (Landscape Management) to HGY/2015/3000.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/1798** *Approved 09/07/2018*	Non material amendment for deletion of Condition C9 (Security Shutters) to HGY/2015/3000.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/1799** *Approved 13/07/2018*	Non material amendment for Deletion of Condition C13 (Green Roof) to HGY/2015/3000.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/1817** *Approved 18/07/2018*	Non material amendment for amendment of Condition B10 (Fixed Illuminated Signage) to HGY/2015/3000.	N/A	
Non-Material Amendment Application **Ref. HGY/2018/2171** *Approved 14/08/2018*	Application for Non-Material Amendment following a grant of planning permission Ref HGY/2015/3000 in respect of Condition B14 (External Stadium Screens)	N/A	

Planning Application	Description of Development	Supporting Environmental Information	Development Status
Non-Material Amendment Application **Ref. HGY/2018/2183** *Approved 15/02/19*	Application for Non-Material Amendment in respect of the wording of Condition H2 (Public Realm Strategy) attached to planning permission HGY/2015/3000	N/A	
Non-Material Amendment Application **Ref. HGY/2019/1873** *Approved 02/08/2019*	Application under S.96A of the Town and Country Planning Act 1990 to apply for non-material amendments to the stadium seating bowl and a consequential amendment to the maximum seating capacity.	N/A	
Non-Material Amendment Application **Ref. HGY/2019/3178** *Approved 17/12/2019*	Non-material amendments to the stadium seating bowl and a consequential amendment to the approved maximum seating capacity from 62,214 to 62,303 - an increase of 89 seats.	N/A	
Non-Material Amendment Application **Ref. HGY/2020/2108** *Approved 09/10/2020*	Non-material amendment to planning permission ref: HGY/2015/3000 granted on 15.04.2016, involving the stadium seating bowl and a consequential amendment to the approved maximum seating capacity from 62,303 to 62,850 - an increase of 547 seats	N/A	
Reserved Matters Application (RMA) for Plot 4 **Ref. HGY/2021/1039** *Approved 19/07/2021*	Application for the approval of reserved matters relating to the scale of Plot 4 'The Extreme Sports Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of	N/A	

Planning Application	Description of Development	Supporting Environmental Information	Development Status
	the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works.		
Reserved Matters Application for Plot 5 **Ref. HGY/2022/4504** *Submitted 21/12/2022*	Application for the approval of reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works.	N/A	
Reserved Matters Application for Plot 6 **Ref. HGY/2021/1043** *Approved 15/06/2021*	Application for the approval of reserved matters relating to the appearance of Plot 6 'The Community Health Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works.	N/A	
Temporary football pitches	Retrospective application for temporary use of land known as the 'N17 Arena' for a period	N/A	Completed and built out

Planning Application	Description of Development	Supporting Environmental Information	Development Status
Ref. HGY/2022/0167 *Approved 22/07/2022*	of up to 3 years for community events, sports and activation space including football pitches, lighting and hoarding		
Non-Material Amendment Application **Ref. HGY/2023/0823** *Submitted 05/04/2023*	Amendment following a grant of planning permission HGY/2015/3000, in order to amend condition B16 to remove the annual limit of 6 on concerts within the 16 major non-football events for the calendar year 2023 only	N/A	

[i] This Planning History comprises a concise summary of the principal planning applications that relate to the Northumberland Park Development Project Site. In the interests of brevity, it does not include more minor applications e.g. those for the approval of details pursuant to conditions.

Schedule 1 Consented drawings and documents

Plot 1 Drawings

THHTL-F3A-XX-EX-ST-A-089020 Rev P02
POP-4494-PLN-GA-0120 Rev 4
POP-4494-PLN-GA-0121 Rev 01
POP-4494-PLN-GA-0122 Rev 0
POP-4494-PLN-GA-0123 Rev 0
POP-4494-PLN-GA-0124 Rev 0
POP-4494-PLN-GA-0125 Rev 0
POP-4494-PLN-GA-0126 Rev 0
POP-4494-PLN-GA-0127 Rev 0
POP-4494-PLN-GA-0128 Rev 0
POP-4494-PLN-GA-0129 Rev 0
POP-4494-PLN-GA-0130 Rev 0
POP-4494-PLN-GA-0131 Rev 0
POP-4494-PLN-GA-0132 Rev 0
POP-4494-PLN-GA-0135 Rev 0
THHTL-F3A-XX-ZZ-GA-A-089050 Rev P02
THHTL-F3A-XX-ZZ-SE-A-082660 Rev P02
THHTL-F3A-XX-ZZ-GA-A-089021 Rev P02
POP-4494-PLN-SC-0143 Rev 0
POP-4494-PLN-SC-0150 Rev 1
POP-4494-PLN-SC-0151 Rev 0
POP-4494-PLN-SC-0152 Rev 0
POP-4494-PLN-SC-0153 Rev 0
POP-4494-PLN-SC-0154 Rev 0
POP-4494-PLN-SC-0155 Rev 0
POP-4494-PLN-SC-0156 Rev 0
POP-4494-PLN-SC-0157 Rev 0
POP-4494-PLN-GA-0158 Rev 5
POP-4494-PLN-SC-0159 Rev 0
POP-4494-PLN-GA-0160 Rev 2
POP-4494-PLN-SC-0161 Rev 0
POP-4494-PLN-EL-0170 Rev 2
POP-4494-PLN-EL-0171 Rev 1
POP-4494-PLN-EL-0175 Rev 1
POP-4494-PLN-EL-0176 Rev 0
POP-4494-PLN-GA-0177 Rev 0
POP-4494-PLN-SC-0180 Rev 2
POP-4494-PLN-SC-0181 Rev 0
POP-4494-PLN-SC-0182-Rev 1
POP-4494-PLN-SC-0183 Rev 0
POP-4494-PLN-SC-0184 Rev 0
POP-4494-PLN-SC-0185 Rev 0
POP-4494-PLN-SC-0186 Rev 0
POP-4494-PLN-SC-0187 Rev 0
POP-4494-PLN-SC-0188 Rev 0
POP-4494-PLN-SC-0189 Rev 0
POP-4494-PLN-EL-0190 Rev 1
POP-4494-PLN-EL-0191 Rev 1
POP-4494-PLN-EL-0192 Rev 1
POP-4494-PLN-EL-0193 Rev 1
POP-4494-PLN-EL-0194 Rev 2
POP-4494-PLN-EL-0195 Rev 1
POP-4494-PLN-SC-0198 Rev 1
POP-4494-PLN-SC-0199 Rev 0
OP/4494/SK/EE/XXXX/9298/Rev 0

08-ST-125-A
08-ST-120-A
08-ST-121-A
08-GA-101-A
08-EL-110-A

Plot 2 Drawings

POP-4494-PLN-GA-0200 Rev 1
POP-4494-PLN-EL-0231 Rev 1
POP-4494-PLN-GA-0201 Rev 1
POP-4494-PLN-EL-0232 Rev 0
POP-4494-PLN-GA-0202 Rev 0
POP-4494-PLN-DE-0233 Rev 1
POP-4494-PLN-PL-0208 Rev 1
POP-4494-PLN-EL-0234 Rev 0
POP-4494-PLN-EL-0220 Rev 1
POP-4494-PLN-EL-0235 Rev 0
POP-4494-PLN-EL-0230 Rev 0

Plot 3 Drawings

THHTL-F3A-XX-B1-GA-A-082000 Rev P01
THHTL-F3A-XX-00-GA-A-082001 Rev P02
THHTL-F3A-XX-01-GA-A-082002 Rev P01
THHTL-F3A-XX-ZZ-EL-A-082510 Rev P01
THHTL-F3A-XX-ZZ-SE-A-082610 Rev P01
THHTL-F3A-XX-B1-GA A-082020 Rev P02
THHTL-F3A-XX-00-GA-A-082021 Rev P02
THHTL-F3A-XX-01-GA-A-082022 Rev P02
THHTL-F3A-XX-B1-GA-A-082030 Rev P02
THHTL-F3A-XX-00-GA-A-082031 Rev P02
THHTL-F3A-XX-01-GA-A-082032 Rev P02
THHTL-F3A-XX-02+-GA-A-082033 Rev P02
THHTL-F3A-XX-12-GA A-082034 Rev P02
THHTL-F3A-XX-13-GA-A-082035 Rev P02
THHTL-F3A-XX-24-GA-A-082036 Rev P02
THHTL-F3A-XX-15+-GA-A-082037 Rev P02
THHTL-F3A-XX-21+-GA-A-082038 Rev P02
THHTL-F3A-XX-27-GA-A-082039 Rev P02
THHTL-F3A-XX-28-GA-A-082040 Rev P02
THHTL-F3A-XX-29-GA-A-082041 Rev P02
THHTL-F3A-XX-30-GA-A-082042 Rev P01
THHTL-F3A-XX-RFP-GA-A-082043 Rev P02
THHTL-F3A-XX-RMP-GA-A-082044 Rev P01
THHTL-F3A-XX-RF-GA-A-082045 Rev P02
THHTL-F3A-XX-ZZ-SE-A-082630 Rev P02
THHTL-F3A-XX-ZZ-SE-A-082631 Rev P02
THHTL-F3A-XX-ZZ-EL-A-082501 Rev P02
THHTL-F3A-XX-ZZ-EL-A-082502 Rev P02
THHTL-F3A-XX-ZZ-EL-A-082505 Rev P02
THHTL-F3A-XX-02+-DE-A-082100 Rev P02
THHTL-F3A-XX-XX-DR-A-082110 Rev P02
THHTL-F3A-XX-14+-DE-A-082101 Rev P02
THHTL-F3A-XX-XX-DR-A-082111 Rev P02
THHTL-F3A-XX-XX-DR-A-082112 Rev P02
THHTL-F3A-XX-XX-DR-A-082113 Rev P02
THHTL-F3A-XX-XX-DR-A-082120 Rev P02
THHTL-F3A-XX-XX-DR-A-082121 Rev P02

THHTL-F3A-XX-XX-DR-A-082122 Rev P02
THHTL-F3A-XX-XX-DR-A-082123 Rev P02
THHTL-F3A-XX-XX-DR-A-082124 Rev P02
THHTL-F3A-XX-XX-DR-A-082125 Rev P02

Plot 4 Drawings

POP-4494-PLN-PP-0400 – REV 1
POP-4494-PLN-PP-0401 – REV 1
POP-4494-PLN-PP-0402 – REV 1
POP-4494-PLN-PP-0403 – REV 1
POP-4494-PLN-PP-0404 – REV 1
POP-4494-PLN-PP-0405 – REV 1
POP-4494-PLN-PP-0406 – REV 1
POP-4494-PLN-PP-0407 – REV 1
POP-4494-PLN-PP-0408 – REV 1
POP-4494-PLN-PP-0410 – REV 1
POP-4494-PLN-PP-0411 – REV 1
POP-4494-PLN-PP-0412 – REV 1
POP-4494-PLN-PP-0413 – REV 1
POP-4494-PLN-PP-0414 – REV 1
POP-4494-PLN-PP-0415 – REV 1
POP-4494-PLN-PP-0416 – REV 1
POP-4494-PLN-PP-0417 – REV 1
POP-4494-PLN-PP-0418 – REV 1
POP-4494-PLN-PP-0419 – REV 1
POP-4494-PLN-IP-0420 – REV 1
POP-4494-PLN-IP-0421 – REV 1
POP-4494-PLN-IP-0422 – REV 1
POP-4494-PLN-IP-0423 – REV 1
POP-4494-PLN-IP-0424 – REV 1
POP-4494-PLN-IP-0425 – REV 1
POP-4494-PLN-IP-0426 – REV 1
POP-4494-PLN-IP-0427 – REV 1
POP-4494-PLN-IP-0428 – REV 1
POP-4494-PLN-IP-0429 – REV 1
POP-4494-PLN-EL-0430 – REV 1
POP-4494-PLN-EL-0431 – REV 1
POP-4494-PLN-EL-0432 – REV 1
POP-4494-PLN-EL-0433 – REV 1
POP-4494-PLN-SC-0440 – REV 1
POP-4494-PLN-SC-0441 – REV 1

Plot 5 Drawings

1007_07_PP_000 – REV P4
1007_07_PP_001 – REV P5
1007_07_PP_002 – REV P5
1007_07_PP_003 – REV P5
1007_07_PP_004 – REV P5
1007_07_PP_005 – REV P5
1007_07_PP_006 – REV P5
1007_07_PP_007 – REV P4
1007_07_PP_008 – REV P4
1007_07_PP_009 – REV P5
1007_07_PP_010 – REV P5
1007_07_PP_011 – REV P5
1007_07_PP_012 – REV P5
1007_07_PP_013 – REV P5
1007_07_PP_014 – REV P4

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1007_07_104 – REV P4
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1007_07_204 – REV P1
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1007_07_301 – REV P4
1007_07_302 – REV P4
1007_07_303 – REV P4
0966-RFM-SR-XX-DR-L-0002;
0966-RFM-SR-XX-DR-L-0003
0966-RFM-SR-XX-DR-L-0004
0966-RFM-SR-XX-DR-L-0005
0966-RFM-SR-XX-DR-L-0010

Plot 6 Drawings
POP_4494_PLN_GA_0501 – REV 1
POP_4494_PLN_GA_0502 – REV 1
POP_4494_PLN_GA_0510 – REV 1
POP_4494_PLN_GA_0511 – REV 1
POP_4494_PLN_GA_0512 – REV 1
POP_4494_PLN_GA_0513 – REV 1
POP_4494_PLN_EL_0532 – REV 1
POP_4494_PLN_GA_0520 – REV 1
POP_4494_PLN_GA_0521 – REV 1
POP_4494_PLN_GA_0522 – REV 1
POP_4494_PLN_GA_0523 – REV 1
POP_4494_PLN_EL_0530 – REV 1
POP_4494_PLN_EL_0531 – REV 1
POP_4494_PLN_SC_0540– REV 1
POP_4494_PLN_SC_0541– REV 1
POP_4494_PLN_EL_0542 – REV 1
POP_4494_PLN_EL_0543 – REV 1

Landscape and Public Realm

POP-4494-PLN-GA-8000 – REV 0

POP-4494-PLN-GA-8001 – REV 0
POP-4494-PLN-GA-8002 – REV 0
278880-ARP-00-DR-L-15101 Rev P02
278880-ARP-01-DR-L-15102 Rev P02
POP-4494-PLN-GA-8004 – REV 0
POP-4494-PLN-GA-8005 – REV 0
POP-4494-PLN-SC-8006 – REV 0
POP-4494-PLN-SC-8007 – REV 0
POP-4494-PLN-DP-8008 – REV 0
POP-4494-PLN-GA-8009 – REV 0
POP-4494-PLN-GA-8100 – REV 0
POP-4494-PLN-GA-8101 – REV 0
POP-4494-PLN-GA-8102 – REV 0
27888002-ARP-00-DR-L-15001 Rev P01
27888002-ARP-00-DR-L-15002 Rev P01

Environmental Statement

Environmental Statement Volume 1 (Non-Technical Summary)
Environmental Statement Volume 2 (Main Report)
Environmental Statement Volume 3 (Technical Appendices
Environmental Statement Addendum
Environmental Statement Non-Technical Summary Addendum
Environmental Statement Addendum Supplementary Note

Technical Reports

Those approved under HGY/2015/3000

Planning Statement
Heritage Statement
Design & Access Statement
Residential Design Code
Statement of Community Involvement
Tree Survey
Energy Strategy
Water Strategy
Utilities Planning Report
Sustainability Report
Transport Assessment

Those approved under HGY/2023/2137

Cover Letter – Summary of Amendments
Design and Access Statement Addendum
Design and Access Statement Addendum Update Revision 1
Drainage Strategy
Energy Strategy Addendum Update
Fire Statement Update
Gateway 1 Fire Form
Flood Risk Assessment
Lighting Statement
Planning Statement
Sustainability Statement Addendum Update
Transport Assessment Addendum Update Revision 1 (inc. Framework Travel Plan)
Utilities Planning Report Addendum
Whole Life Carbon Assessment
Circular Economy Statement
Supplementary Internal Daylight, Sunlight and Overshadowing Note

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2023/2306 & 2307

Ward: Bruce Castle **(**Northumberland Park opposite)

Address: ‘Printworks’ 819-829 High Road, Tottenham, London, N17 8ER

Proposal: Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. (HGY/2023/2306)

Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations, and associated works. (HGY/2023/2307)

Applicant: High Road West (Tottenham) Limited - Tottenham Hotspur Football Club (THFC)

Ownership: Private

Case Officer Contact: Philip Elliott

Site Visit Date: 28/09/2023

Date received: 24/08/2023

Last amended: N/A

Plans and Documents: See Appendix 05 to this report.

1.1 The applications have been referred to the Planning Sub-Committee for decision as the planning application is a major application that is also subject to a s106 agreement.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed scheme has a similar building envelope to the housing-led mixed-use scheme granted in August 2022 under references HGY/2021/2283 and HGY/2021/2284
- The proposal is a well-designed, student accommodation-led mixed-use scheme providing a range of student bedrooms and facilities and flexible commercial, business and service uses
- The proposed scheme safeguards industrial uses on the Peacock Industrial Estate
- The proposed scheme allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with Policy NT5 requirements and guidelines and the adopted High Road West Masterplan Framework
- The scheme would deliver 287 student bedspaces, 35% of which (101 rooms) would be affordable student accommodation in line with London Plan policy
- The proposal would contribute to meeting housing targets which equates to 114 conventional homes on the basis of the 2.5:1 ratio in the London Plan (a net gain of 101 homes)
- The layout and design of the development optimises the potential of the site, provides acceptable levels of open space given its location, and respects the scale and character of the surrounding area and the amenity of neighbours
- The architectural quality of the proposal is high, and the proposed height and form minimise impacts on the surrounding area and heritage assets
- The proposal secures the future of the Listed Buildings at Nos. 819-821 High Road and the locally listed 823-827 High Road and improves their immediate setting. The 'less than substantial harm' to the wider setting and significance of a number of heritage assets would be outweighed by the significant public benefits that the proposed scheme would deliver

2 RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission and listed building consent** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 29/03/2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow.

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

2.4 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the Listed Building Consent and impose conditions and informatives.

2.5 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission and/or Listed Building Consent) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Conditions Summary – Planning Application HGY/2023/2306 (the full text of recommended conditions is contained in Appendix 01 of this report).

1) 5-year time limit
2) Approved Plans & Documents
3) Contract - No demolition of No. 829 High Road until contract let to build the Printworks Block.
4) Photographic survey
5) Accessible Student Accommodation
6) Commercial Units - Ventilation/Extraction
7) Commercial Units - Café/restaurant Opening Hours
8) BREEAM Certificate
9) Commercial Units – Noise Attenuation
10) Noise Attenuation – Student Accommodation
11) Detailed Fire Statement
12) Landscape Details
13) Trees & Planting – 5-year Replacement
14) Biodiversity
15) External Materials and Details – Printworks Buildings
16) External Materials and Details – Nos. 823-827 High Road
17) No new Plumbing on outside of Nos. 823-827 High Road
18) No new Grilles on outside of Nos. 823-827 High Road
19) Living roofs
20) Ground Floor Western Boundary Details
21) Energy Strategy
22) Overheating (Student Accommodation)
23) Overheating (Non-Resi)
24) Building User Guide
25) Metering Strategy
26) Den Connection
27) PV Arrays
28) Urban Greening Factor

29) Secured by Design
30) Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)
31) Stage II Written Scheme of Investigation of Archaeology
32) Foundation Design – Archaeology (PRE-COMMENCEMENT)
33) Written scheme of historic building investigation (PRE-COMMENCEMENT)
34) Land Contamination
35) Unexpected Contamination
36) Combined Stage 1/2 Road Safety Audit – Brunswick Square (PRE-COMMENCEMENT)
37) Car Parking Design & Management Plan
38) Cycle Parking Details
39) Delivery and Servicing Plan
40) Student Waste Management Plan
41) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
42) Public Highway Condition (PRE-COMMENCEMENT)
43) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
44) Management and Control of Dust (PRE-COMMENCEMENT)
45) Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)
46) Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)
47) Impact Piling Method Statement (PRE-COMMENCEMENT)
48) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
49) Telecommunications
50) Evidence of operational public hydrants/suitable alternatives
51) Clean water capacity to serve the development (Thames Water)
52) Water Efficiency Condition

Informatives Summary – Planning Application HGY/2023/2306 (the full text of Informatives is contained in Appendix 01 to this report).

1) Working with the applicant
2) Community Infrastructure Levy
3) Hours of Construction Work
4) Party Wall Act
5) Numbering New Development
6) Asbestos Survey prior to demolition
7) Dust
8) Written Scheme of Investigation – Suitably Qualified Person
9) Deemed Discharge Precluded
10) Composition of Written Scheme of Investigation
11) Disposal of Commercial Waste
12) Piling Method Statement Contact Details
13) Minimum Water Pressure

14) Paid Garden Waste Collection Service
15) Sprinkler Installation
16) Designing out Crime Officer Services
17) Land Ownership
18) Site Preparation Works
19) Listed building consent
20) S106 agreement and s278 agreement

Conditions Summary – Listed Building Consent Application HGY/2023/2307 (the full text of recommended conditions is contained in Appendix 02 of this report).

1) 5-year time limit.
2) Development to be in accordance with approved plans and documents.
3) Contract to complete works to be in place prior to demolition.
4) Matching materials
5) Hidden historic features
6) Redundant plumbing, mechanical & electrical services
7) Making good redundant plumbing, mechanical & electrical services
8) Approval of details, including method statements (various)
9) Masonry cleaning
10) No new plumbing
11) No new grilles

Informatives Summary – Listed Building Consent HGY/2023/2307 (the full text of Informatives is contained in Appendix 02 to this report).

1) Working with the applicant
2) External materials to be approved pursuant to Planning Permission (HGY/2023/2306)

Section 106 Heads of Terms:

Affordable Housing

1) **Affordable Student Accommodation** – Affordable Student Accommodation Scheme to be submitted for approval prior to commencement of development:
   a. Minimum of 35% of the proposed accommodation shall be affordable student bedspaces (101 student bedspaces)
   b. Affordable student accommodation residents to have access to the same communal amenity as the market accommodation.
   c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.

2) **Affordability**
   a. Affordable student accommodation shall meet the following affordability criteria:
      - The **definition of affordable student accommodation** is a Purpose-built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.
      - The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report.
      - Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance.
   b. the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
   c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.
   d. The initial annual rental cost for the element of affordable accommodation should not exceed the level set out in the Mayor's Annual Monitoring Report for the relevant year. For following years, the rental cost for this accommodation shall be linked to changes in a nationally recognised index of inflation.
   e. A review period shall be set to allow for recalibrating the affordable student accommodation to the level stated as affordable in the Mayor's Annual Monitoring Report.

3) **Viability Review Mechanism**
   a. Early-Stage Review if not implemented within 2 years.
   b. Break review – review if construction is suspended for 2 years or more.

4) **Student use only in term time -** Accommodation secured for the use of students only during the academic year.
   - Outside of the academic year the building shall only provide accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses or any similar use at any institution approved in advance in writing by the local planning authority, acting reasonably. The temporary use shall not disrupt the accommodation of the resident students during their

academic year. Any ancillary use described above shall only be for a temporary period each year and shall not result in a material change of use of the building.

5) Nomination Agreement - The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms shall be secured through a nomination agreement for occupation by students of one or more higher education provider.

Transportation

6) **Future Connectivity & Access Plan** – setting out how the development shall be constructed to allow for potential future pedestrian, cycling and vehicular access across the development to and from adjacent land (Peacock Industrial Estate).

7) **Percival Court resurfacing** - Works to resurface Percival Court within the application site and for the length of the application site up to the High Road.

8) **Car Capping** – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

9) **Car Club Contributions** - Two years' free membership for all residents and £50.00 credit.

10) **Student & Commercial Travel Plans** comprising:
   a) Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan) to monitor the travel plan initiatives annually for a minimum period of 5 years.
   b) Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, along with a £200 voucher for active travel related equipment purchases for every new student.
   c) Each travel plan requires the payment of £2,000 (two thousand pounds) per year, per travel plan for monitoring of the travel plans for a period of 5 years.

11) **Highways Agreement** – See Section 278 Agreement Heads of Terms.

Employment and Training

12) **Employment & Skills Plan** - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD).

13) Commitment to being part of the borough's **Construction Partnership**.

Carbon Management and Sustainability

14) **Energy & Potential future connection to District Energy Network**
a) Submission of Energy Plan for approval by LPA
b) Ensure the scheme is designed to take heat supply from the proposed DEN where viable (including submission of DEN Feasibility Study)
c) Design of secondary and (on-site) primary District Heat Network (DHN) in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.
d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.
e) Sustainability review
f) Heating strategy fall-back option if not connecting to the DEN
h) Deferred carbon off-set contribution
i) To install solar PV in the roof area reserved for the low-carbon heating solution if connecting to the DEN

15) **Carbon offsetting**
- Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement.

Telecommunications

16) **Ultrafast broadband infrastructure** and connections to be provided.

Construction

17) Commitment to **Considerate Contractors Scheme**.

Monitoring

18) Based on 5% of the financial contribution total and £500 per non-financial contribution.

Section 278 Highways Legal Agreement Heads of Terms

19) Works to widen Brunswick Square public highway
20) Works to link in with High Road public highway
21) Works to resurface Brunswick Square for the length of the application site up to the High Road

Section 38 of the Highways Act

22) The adoption of a widened Brunswick Square including the new loading bay would require a section 38 agreement.

2.6 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

2.7 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application and Listed Building Consent applications be refused for the following reasons:

Planning Application

i. In the absence of a legal agreement securing 1) the provision of on-site affordable student accommodation 2) A nomination agreement and 3) viability review mechanisms the proposals would fail to meet the student accommodation and affordability aspirations for London. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H15, Strategic Policy SP2, and DM DPD Policies DM13, DM15 and Policy NT5.

ii. In the absence of legal agreement securing 1) a Student Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) and car club contributions the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

iii. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.

iv. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

v. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

Listed Building Consent

i. In the absence of a planning permission for the proposed change of use of the ground floor and conversion of the upper floors to housing, the proposed removal of historic fabric and internal and external alterations would be unnecessary and unacceptable. As such, the proposal is contrary to London Plan Policies HC1, Strategic Policy SP12 and DM DPD Policy DM9.

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4.0 CONSULATION RESPONSE
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APPENDICES:

Appendix 1: Planning Conditions & Informatives
Appendix 2: Listed Building Consent Conditions & Informatives
Appendix 3: Images of the site and proposed scheme
Appendix 4: Internal and External Consultee representations
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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Scheme

3.1. The proposal consists of two applications, one for full planning permission for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (PBSA) (Sui Generis Use Class) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses; and

3.2. The second application is for Listed Building Consent associated with the planning application, comprising internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.

Background – Recent permission & consent

3.3. The application site has an extant planning permission and Listed Building Consent (LBC) granted in August 2022 (refs. HGY/2021/2283 & HGY/2021/2284) for the redevelopment of the site for 72 residential homes, a cinema and supporting commercial uses.

3.4. The approved development included the following:

- Retention and adaptation of the High Road properties at Nos. 819-827 High Road.
- Demolition of existing buildings and structures to the rear of 819-829 High Road.
- The demolition of 829 High Road and creation of a widened, high-quality, and accessible public realm.
- Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations, and associated works.
- Redevelopment of the site for a residential-led, mixed use development comprising 72 residential units (C3), flexible commercial, business and service uses (Class E), and a cinema (Sui Generis).
- Delivery of on-site private and public amenity/open space.
- Associated parking (primarily at basement) and hard/soft landscaping.

3.5. The heights of buildings of the extant permission as detailed above increased further from the High Road, being 2/3 storey on the High Road frontage to a

maximum of 7-storeys in the north-west corner. The remainder of the scheme was at lower heights, notably 6 storeys in the south-west corner, 5 storeys along the western boundary between these corner blocks, and 3/4 storeys to the rear of the High Road properties.

3.6. The current proposals retain the overarching design principles of the extant scheme, with the established building parameters (including consented heights and footprints) and the approach to external appearance largely retained. The principal changes relate to the use, with the cinema being omitted and an alternative form of accommodation now proposed in the form of Purpose-Built Student Accommodation (PBSA).

3.7. The change to PBSA and the omission of the cinema has resulted in the second podium courtyard/garden to the western end of the site being brought down to ground floor level in this current proposed scheme allowing a level link to Brunswick Square from that courtyard.

3.8. The central section of the building facing Peacock Industrial Estate to the west has also been raised by one storey to 6-storeys in height. There are also additions in several places towards the western elevation to accommodate the increase in floorspace and to provide suitable layouts for the change to PBSA.

3.9. The basement of the extant permission has also been removed from the current proposals. This is due to the lower requirement for blue badge parking required by the London Plan. There are also several other elevational alterations to serve the student accommodation. Entrances to different clusters have been included on the western elevation to provide activation akin to the maisonettes within the extant scheme.

3.10. The applicant has indicated that they have decided not to bring forward the extant mixed-use housing/cinema scheme as the operator for the boutique style cinema pulled out, which has resulted in the extant scheme being no longer viable to bring forward. However, they have identified that there is a demand for student accommodation in this part of London and there has been interest shown from several universities in utilising the proposed PBSA.

Layout & Access

3.11. Cleared land to the rear of the retained and altered frontage buildings would be redeveloped in a series of new buildings based around two courtyards and will provide active frontages to Brunswick Square, Percival Court and (pulled back from the boundary by approximately 2.3m) the existing Peacock Industrial Estate and future development of this as part of the wider redevelopment of the High Road West Site Allocation (NT5).

3.12. The first courtyard immediately to the west of the High Road frontage buildings would connect to and benefit from access to Brunswick Square. The second open courtyard would also connect and have access to Brunswick Square but this access point would be located further to the west of the site. Both courtyards would provide private communal open space for the proposed student accommodation that would front it.

3.13. An accessible car parking space would be located in the southwest corner of the site, accessed from Percival Court. The buildings would extend from 2/3 storeys at its High Road frontage to a maximum 7 storeys at the north-west corner, with the remainder of the proposed scheme being at lower heights – notably 6 storeys in the south-west corner, 6 storeys along the western boundary between these corner blocks, and 2/3 storeys rising from the rear of the High Road properties.

Figure 01: Proposed ground floor layout

Buildings and uses

3.14. The proposal includes the change of use of the ground floor of the existing High Road buildings to form commercial units (Class E) and entrance areas to part of the student accommodation (Sui Generis) and the conversion of the upper floors to student accommodation use. The proposed student accommodation and ancillary spaces would extend back into the site and there would be flexible commercial units (Use Class E) at ground floor level to the four corners of the site.

Table 01: Proposed land uses and parking provision.

Total floorspace	**9,580sqm GIA**
Student (*Sui generis*)	222 cluster beds and 54 studios The upper levels of the High Road properties would provide 11 student bedspaces, comprising 9 cluster beds and 2 studios
	287 Student spaces 8,641sqm (GIA)
Commercial (Use Class E)	238sqm (GEA)
Open Space	Ground Floor: 635sqm (2.32 m2/Bed) and Terrace: 210sqm (0.76 m2/Bed)
Car parking	1 accessible space accessed from Percival Court
Cycle parking	219 long stay and 18 short stay spaces, totalling 237 spaces

**GEA (Gross External Area); GIA (Gross Internal Area)*

Building heights

3.15. The proposed mansard roof extension would increase the height of Nos. 819 to 821 High Road behind the parapet by approx. 2.95m, with the proposed chimney breasts and chimney pots rising approximately 4.5m from the existing flat roof.

3.16. The proposed new buildings at the rear of the retained and altered frontage buildings would be of various heights, increasing from the High Road back towards the western boundary as follows:

- 3-storeys on to Brunswick Square;
- 4 to 6-storeys on to Brunswick Square;
- 7-storeys on to Brunswick Square;
- 4 to 6-storeys on to Percival Court; and
- A central 6-storey section facing Peacock Industrial Estate to the west.

3.17. These heights are illustrated in Figure 02 below:

Figure 02: Proposed building heights (looking towards the southeast)

Demolition and alterations

3.18. The proposed scheme involves the demolition of the locally listed No. 829 High Road in order to create a wider Brunswick Square public highway, together with the demolition of existing buildings and structures to the rear of the frontage buildings at Nos. 819 to 829 High Road.

3.19. The proposal also includes internal and external alterations to Nos. 819 to 821 High Road (for which Listed Building Consent is also sought), including reinstatement of a hipped roof, demolition works to the rear, façade and related external works and internal alterations and associated works. The proposed high road frontage is illustrated in Figure 03 below:

Figure 03: View looking southwest from the High Road towards the site

The Site and Surroundings

3.20. The site comprises Nos. 819-829 High Road which range from 2 to 4-storeys in height and front the High Road. Nos. 819-821 are statutorily Listed (Grade II) and 823-829 are locally listed. All existing buildings are within the North Tottenham Conservation Area.

3.21. To the rear of the High Road, the site comprises a range of rear extensions, a large industrial shed-like extension to the Royale Banqueting Suite at Nos. 819-821 High Road and a fenced hard surface car parking yard area. All of these are located outside of the Conservation Area.

3.22. The site comprises a mix of Public Transport Accessibility Level (PTAL) 4 and 5, being immediately adjacent to local bus routes on the High Road and is approximately 260m from White Hart Lane Overground Station to the south-west, and approximately 1km from Northumberland Park railway station.

Surroundings

3.23. Brunswick Square to the north is a narrow public highway (3m at its narrowest point) which provides access to Peacock Industrial Estate to the west, as well as to a wedding decoration business and sign business on the ground floor of buildings to the north and the homes at the rear of Nos. 841-843 High Road. Residential flats above Nos. 831-833 High Road face directly south towards the site.

3.24. The High Road to the east is outside the designated Local Centre but includes a range of shops and other uses at ground floor and housing above. Nos. 831-833 High Road is identified as a ‘negative contributor’ to the Conservation Area and

statutory Listed Buildings (Grade II) are located directly opposite on the east side of the road (Nos. 814 and 816-819).

3.25. To the south of the site lie Nos. 813-817 High Road (locally listed buildings) and beyond this is Percival Court, a narrow private road. Percival Court is a private shared access lane which creates a non-signalised junction with the High Road, within an Advanced Cycle Stopline on the High Road approach arm.

3.26. It is 2.78m wide at its narrowest point but widens out to the west, where it forms a boundary to the site. It does not provide 'through access' in its current form but is used by the existing properties to its north and south. It connects with the rear of the site in its south-west corner.

3.27. To the west of the site is the Peacock Industrial Estate (accessed via White Hart Land and Brunswick Square). Immediately to the west of the site is the Estate's access and parking area, with 2-storey industrial and warehousing units approximately between 16-19m from the boundary. Existing occupiers of the nearest units include a car repair garage, window and door manufacturer and a bakery.

Existing Land Uses

3.28. The site currently accommodates a number of uses based in buildings fronting the High Road and premises to the rear. These include 3 x health and beauty businesses (hairdressers, barbers, and nail bar), a bridal gown shop and a photography shop and the La Royale Banqueting Suite.

3.29. The Banqueting Suite hosts weddings, birthday celebrations, christenings, charity fundraisers, gala balls, Christmas parties, and corporate events. The venue has capacity for between 500 and 600 people. It has a frontage onto High Road (Nos. 819 and 821) and also has a large single-storey industrial shed-like extension at the rear, with a large surface car park.

3.30. In addition, there are also 13 x residential flats (which are understood to be occupied on a short-term leasehold basis) on the upper floors of the High Road buildings, mainly comprising studio and one-bedroom properties.

3.31. All existing uses/occupiers on-site would be displaced as a result of the proposals.

3.32. Table 02 below sets out the existing uses currently on the site:

Table 02: Existing uses

Use (Use Class)	**Existing Floorspace (GIA)**

Hairdressers, barbers, nail bar (*Sui Generis*)	98sqm
Barbers, bridal gown Shop & photography shop (Class E)	232sqm
Banqueting Suite (*Sui generis*)	1,942sqm
13 x residential flats (Class C3)	502sqm
Total	**2,774sqm**

Relevant Planning and Enforcement History

The Site

3.33. As noted above, the application site (the site) benefits from an extant planning permission and Listed Building Consent (LBC) granted in August 2022 (refs. HGY/2021/2283 & HGY/2021/2284) for the redevelopment of the site for 72 residential homes, a cinema and supporting commercial uses.

3.34. The current proposals retain the overarching design principles of the extant scheme, with the established building parameters (including consented heights and footprints) and the approach to external appearance largely retained. The principal changes relate to the use, with the cinema being removed and an alternative form of accommodation now proposed (student (PBSA)).

3.35. The use of No. 819-829 as a commercial “Banqueting Suite” was granted planning permission in November 1992 (HGY/1992/1059) (No. 819 High Road) and February 1994 (HGY/1993/0497) (No. 821 High Road). Most recently, this building was granted permission for a two-storey extension at ground and first floor in December 2005 (HGY/2005/1997).

3.36. A flexible change of use was granted under the Prior Approval process (HGY/2017/2925) at No. 823 High Road in October 2017. This changed the use of this property from office to a vape/e-cigarette shop on a temporary basis until October 2019.

3.37. An Environmental Impact Assessment (EIA) Screening Opinion (HGY/2021/1902) issued in July 2021 confirmed that a scheme very similar to the application scheme was not EIA Development.

3.38. A hybrid application for most of the High Road West (HRW) site allocation (NT5) proposed by Lendlease in partnership with Haringey Council reference HGY/2021/3175 was granted in August 2022 for the following:

(1) outline component comprising the demolition of existing buildings and for the creation of a new mixed-use development including residential (Use Class C3), commercial, business and service (Use Class E), leisure (Use Class E), community uses (Use Class F1/F2) and Sui Generis uses together with the creation of a new public square, park and associated access, parking and public

realm works with matters of layout, scale, appearance, landscaping and access within the site reserved for subsequent approval; and

(2) detailed component comprising Plot A including the demolition of existing buildings and the creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works.

3.39. Figure 04 depicts the proposed development together with the recently approved Goods Yard and The Depot schemes (left), and the remainder of the recently permitted Lendlease masterplan (ref: HGY/2021/3175), north of WHL (right). The extant Printworks scheme could be accommodated within the Parameter Plans for HGY/2021/3175.

Figure 04: Emerging THFC masterplans (left) and HRW Masterplan overlaid with THFC planning application boundaries – taken from HGY/2021/3175 DAS.

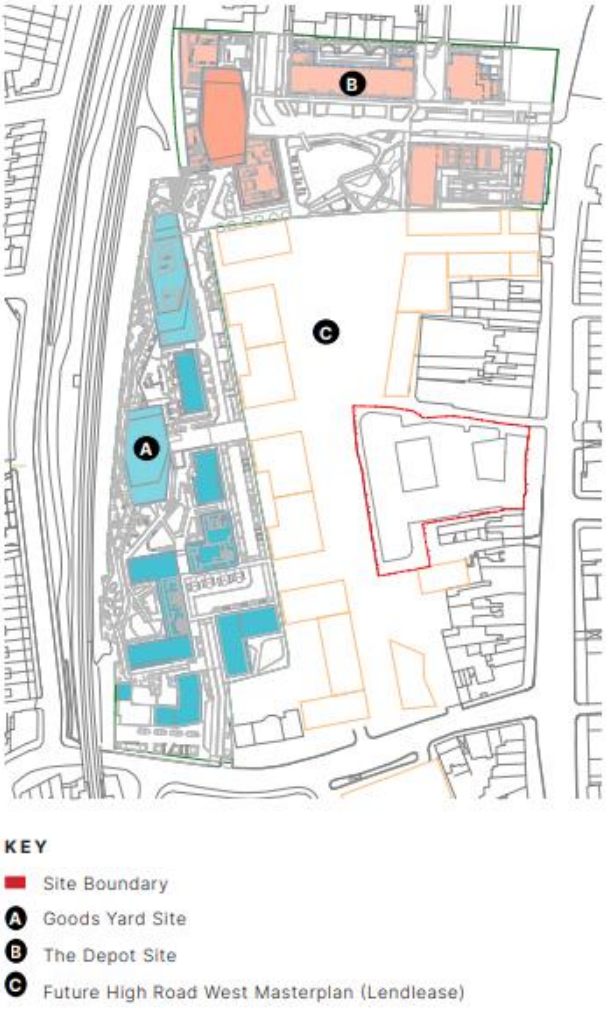


Fig.80 - HRW Masterplan overlaid with THFC planning application boundaries

HRW Hybrid Planning Application Boundary
Goods Yard Application Boundary
The Depot Application Boundary
Printworks Application Boundary
807 High Road Application Boundary

Wider Area

3.40. **807 High Road** – Planning permission granted in September 2021 (HGY/2021/0441) for the demolition of the existing buildings and the erection of a replacement building up to four storeys to include residential (C3), retail (Class E, a) and flexible medical/health (Class E, e) and office (Class E, g, i) uses; hard and soft landscaping works including a residential podium; and associated works.

3.41. **Land at rear of Nos. 841-843 High Road** (HGY/2021/1704), Certificate of Lawful Use (Existing) granted in August 2021 for the use of the property as five self-contained flats.

3.42. **Goods Yard** - Planning permission (HGY/2018/0187) granted on appeal, against non-determination, in June 2019 for a residential-led mixed use redevelopment comprising up to 316 residential units, 1,450sqm of employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses.

3.43. **Depot** – Planning permission (HGY/2019/2929) and Listed Building Consent (HGY/2019/2930) granted in September 2020 for the conversion of Nos. 867-869 High Road and redevelopment of the rest of the site for a residential led mixed-use scheme with up to 330 residential units (class C3), 270sqm of retail/café use (Use Class A1/A3), area of new public open space, landscaping and other associated works.

3.44. **Goods Yard & Depot** – Planning permission resolved for refusal in November 2021, the GLA was content for the LPA to determine the case itself and the application was refused on 21/12/2021 (HGY/2021/1771) for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use. An appeal was lodged with the Planning Inspectorate on 22/12/2021 and the appeal was allowed on 24th October 2022.

3.45. **Goods Yard & Depot II** (HGY/2022/0563) – similar to the above scheme but with the main difference being the scheme includes changes to accommodate additional staircases in the tall buildings to meet the latest fire safety regulations. The scheme secured a resolution to grant planning permission in July 2023. The s106 is being finalised and once agreed a stage 2 referral will be sent to the Mayor of London.

3.46. **Northumberland Terrace** – Planning permission (HGY/2020/1584) and Listed Building Consent (HGY/2020/1586) granted in April 2021 for the erection of a four-storey building with flexible A1/A2/A3/B1/D1/D2 uses and change of use

and alterations and extensions to several existing buildings (Nos. 799 to 814 High Road).

3.47. **Consultation and Community Involvement**

3.48. The applicant has submitted a planning statement that includes a statement of community involvement. The extant proposals were subject to community and stakeholder engagement, with the scheme evolving in response to these. The applicant's Statement of Community Involvement (SCI) for the extant scheme (refs. HGY/2021/2283 & HGY/2021/2284) set out the consultation it undertook in April and May 2021, at pre-application stage.

3.49. This included: letters, adverts in 2 x local newspapers and leaflet to 4,400 local residents and businesses inviting comment on emerging proposals and publicising two webinars; a dedicated section on the applicant's website with information about the emerging proposals and feedback from and 2 x webinars, with 8 and 34 attendees. Emerging proposals were also discussed at the applicant's regular Business and Community Liaison Group (BCLG).

3.50. In total, 5 people responded formally using an online feedback form and 11 people provided written comments by email. Comments included 3 mainly positive responses in relation to public spaces and 3 mainly positive responses in relation to mix of uses. There were 2 negative comments in relation to proposed density and 2 negative comments in relation to impact on services.

3.51. There were 2 comments in relation to heritage (1 positive and 1 negative). Others visited the consultation website (2,195 unique site visitors) and downloaded PDF 'exhibition boards' with detailed information for each site (109 times for the Printworks site) (09/06/21 statistics).

3.52. The permitted proposals were considered by Haringey's Quality Review Panel (QRP) on 15 December 2020 and 18 May 2021. The proposals were then presented to the Planning Sub-Committee at pre-application stage on 24 May 2021. The scheme was also presented at a Development Management Forum (DMF) on 25 May 2021.

3.53. Given the evolution of the scheme from the extant consents and the retention of the overarching design principles and approach, the above engagement remains relevant to the current application.

3.54. To support this previous engagement, the applicant has presented the revised proposals to the BCLG on 15th August 2023 with the presentation subsequently circulated to those who attended alongside the wider BCLG Group. The applicant has stated that the presentation was positively received.

3.55. Given the similarity between the extant permission and the current proposal, the stated level of community involvement is considered to be satisfactory.

5. CONSULTATION RESPONSE

5.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Building Control
- LBH Carbon Management (Energy and Sustainability)
- LBH Conservation Officer
- LBH Design Officer
- LBH Economic Regeneration
- LBH Employment and Skills
- LBH Housing Design & Major Projects
- LBH Lead Local Flood Authority/Drainage
- LBH Nature Conservation
- LBH NHS Haringey
- LBH Planning Policy
- LBH Pollution & Air Quality/Contaminated Land
- LBH Tottenham Team North - Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management (Cleansing)

External Consultees

- Active Travel England
- Affinity Water
- Arriva London
- Cadent Gas / National Gas Transmission assets
- Environment Agency
- Georgian Group
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- HSE Planning Gateway One
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- National Grid
- Natural England
- NHS London Healthy Urban Development Unit
- Residents Associations (Cannon Road RA; Headcorn, Tenterden, Beaufoy & Gretton RA; Northumberland Park RA; Love Lane Residents Association & Love Lane RA (TAG))
- Thames Water

- Tottenham Civic Society
- Tottenham CAAC
- Transport for London
- Tree Trust for Haringey
- UK Power Networks

5.2. Below is an officer summary of the responses received. The full text of internal and external consultation responses is contained in Appendix 4.

Internal:

Building Control (HBC) – The fire strategy is satisfactory. From a fire point of view, the strategy is very advanced and clearly meets all the requirements from a Planning point of view.

Carbon Management – Appropriate planning conditions and s106 obligations have been recommended following a range of clarifications and amendments.

Conservation Officer – The proposed redevelopment together with the proposed refurbishment of the listed and locally listed buildings that significantly contribute to the street frontage of the Conservation Area, and the landscaped reconfiguration of Brunswick Square - would largely conserve the significance of the listed and locally listed buildings, would enhance the quality of this part of the Conservation Area and would significantly enhance the setting of both listed and locally listed buildings.

These heritage and public benefits would outweigh the low level of less than substantial harm to the significance of the Conservation Area resulting from the erection of new, larger buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road.

Design Officer - The previous approval was considered a well thought through and elegantly designed response to this site. The different use now proposed, is in principle a use compatible with this emerging town centre location, the wider masterplans and nearby applications previously approved and adopted and the heritage significance of this sensitive stretch of the High Road.

The design of this PBSA is a very convincing form of student accommodation. Its amenity for residents, practical design and impacts on neighbours are shown to be acceptable.

Conditions are recommended to ensure public realm is indistinguishable from the public realm created by the wider masterplans, with matching surface treatments and street furniture.

Lead Local Flood Authority – Content with the submission, and if the proposed scheme is constructed and maintained as per the submitted Drainage Strategy

report, we are satisfied that the impact of surface water drainage has been appropriately addressed.

Pollution – No objection, subject to conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental Management Plans.

Transportation – Following satisfactory responses to queries, no objection subject to recommended conditions and s106 obligations.

Tree Officer – From an arboricultural point of view, I hold no objections to the submitted landscape plans showing the courtyard and entrance planting. The tree species choice has good urban fitness and interest. An aftercare plan to establish the trees and plantings should be secured by condition.

Waste Management – The applicant has addressed initial concerns raised regarding the amount of storage space for refuse. There would be sufficient space to store waste for at least 4 days.

External:

- Affinity Water
- Arriva London
- Environment Agency
- Georgian Group
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- HSE Planning Gateway One
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- National Grid
- Natural England
- NHS London Healthy Urban Development Unit
- Residents Associations (Cannon Road RA; Headcorn, Tenterden, Beaufoy & Gretton RA; Northumberland Park RA; Love Lane Residents Association & Love Lane RA (TAG))
- Thames Water
- Tottenham Civic Society
- Tottenham CAAC
- Transport for London
- Tree Trust for Haringey
- UK Power Networks

Active Travel England – Given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England (ATE) will not be providing detailed comments on development proposals in Greater London at the current time.

Cadent Gas / National Gas Transmission assets – Regarding planning application HGY/2023/2306, there are no National Gas Transmission assets affected in this area.

Greater London Archaeology Advisory Service (GLAAS) – The development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. In this case, given the nature of the development, the archaeological interest and/or practical constraints are such that a two-stage archaeological condition could provide an acceptable safeguard.

Health & Safety Executive (HSE) – Content: Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

Historic England – Historic England have authorised the Local Planning Authority (LPA) to determine the application for listed building consent (HGY/2023/2307) as they see fit. They suggested that the LPA seek the views of their specialist conservation advisers in the determination of both the application for planning permission and the application for listed building consent.

Metropolitan Police - Designing Out Crime Officer (DOCO) – No objection, subject to a planning condition requiring the applicant to identify how the development can achieve ‘Secured by Design' (SBD) Accreditation prior to the commencement of above ground works and obtain SBD accreditation prior to occupation.

National Grid – there are no National Grid Electricity Transmission assets affected in this area.

NHS London Healthy Urban Development Unit – A planned health centre as part of the THFC stadium development is not guaranteed. In advance of this opening, further capacity is needed and following the pandemic there has been significant pressure on hospital and acute services, including mental health, and therefore mitigation from the development is necessary – The request is the Council secure £151,530.00 within the s106 agreement to be paid on commencement and indexed linked to building costs (based on the HUDU Planning Contributions Model).

Thames Water – No objections subject to conditions relating to submission of a Piling Method Statement, ensuring improved water network infrastructure /

CLEAN water capacity to serve the development, and guaranteeing an acceptable minimum pressure/flow rate.

Transport for London (TfL) – Support for proposed ‘car free’ development and the proposed level of disabled and cycle parking (albeit additional sites for disabled parking should be identified should demand arise). Road Safety Audits are required. TfL wants the applicant to address concerns relating to likely destinations of the future residents, development impact to the London Overground (LO), and impact on all the transport modes and surrounding transport services to ensure that the proposal would be London Plan compliant and would not result in an unacceptable impact to the strategic road network (SRN) and local transport network (including public transport services).

5. LOCAL REPRESENTATIONS

5.1. On 18 September 2023, notification was sent to the following:

- 488 Letters to neighbouring properties
- 3 site notices (for HGY/2023/2306) & 1 (for 2307 [LBC]) erected in the vicinity of the site.

5.2. The number of representations received from neighbours, local groups etc. were as follows:

No of individual responses: 4.
Objecting: 4.
Supporting: 0.
Others: 0.

5.3. The main issues raised in representations from adjoining occupiers are summarised below.

Objections:

- The scheme would involve the demolition of homes and homes should be for residents not students.
- The development is unnecessarily large and poorly designed
- Concern with pressure on infrastructure
- The destruction and demolition of locally listed buildings is against council policy
- The area does not need a large number of student rooms which will not provide amenities for existing residents
- This revised proposal removes the cinema which would be a great asset for the area

Officer response:

- *The scheme would involve the demolition of 829 High Road which comprises of a commercial unit at ground floor level and a flat above. This much altered and as a consequence, now a poorly designed Edwardian building that has lost most of its original features and has low heritage value must be demolished to enable appropriate vehicle (including firefighting) and pedestrian access to the site which is currently poorly maintained and insufficient to provide public access and to maximise the importance of Brunswick Square as a key east-west pedestrian route that connects the High Road with the remainder of the masterplan area to the west.*
- *There is a need for student accommodation and whilst homes would be lost, student accommodation still contributes to housing need and overall, there would be a significant uplift in living accommodation as part of these proposals. The rest of the*

allocation would deliver many homes to replace the small amount that may be lost because of building proposals.

- *The proposal has been designed so that it respects the heritage assets on the high road with sympathetically sized and designed buildings located near to listed and locally listed buildings. The proposal then steps up in height and bulk as it moves further away from those buildings to optimise the site and deliver as much commercial and accommodation floorspace as possible.*
- *The proposals include 35% affordable student accommodation that would benefit students on lower incomes.*
- *Overall, the heritage and public benefits would outweigh the low level of less than substantial harm to the significance of the Conservation Area resulting from the erection of new, larger buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road.*
- *The proposed student accommodation would be well designed, with high quality open spaces. The scheme would deliver an improved public realm to the adjacent streets. The other permissions in the masterplan have identified that there would be sufficient school and doctor provision for the emerging resident population in the area.*
- *The removal of the cinema is unfortunate , but the applicant has advised that this would not be deliverable without a suitable operator on board. In any event, the revised proposal is policy compliant and forms part of an investment in the area that would deliver accommodation for students, commercial spaces, and an improved public realm.*

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Background (6.2)
2. Principle of the Development (6.3)
3. Policy Assessment (6.4)
4. Affordable Housing (6.5)
5. Development Design (6.6)
6. Accommodation Quality (6.7)
7. Social and Community Infrastructure (6.8)
8. Heritage Conservation (6.9)
9. Impact on Amenity of Adjoining Occupiers (6.10)
10. Transportation and Parking (6.11)
11. Energy, Climate Change and Sustainability (6.12)
12. Flood Risk, Drainage and Water Infrastructure (6.13)
13. Air Quality (6.14)
14. Trees (6.15)
15. Urban Greening and Ecology (6.16)
16. Waste and Recycling (6.17)
17. Land Contamination (6.18)
18. Archaeology (6.19)
19. Fire Safety and Security (6.20)
20. Equalities (6.21)
21. Conclusion (6.22)

6.2 Background

6.2.1 Whilst the current application is for a new scheme the applicant has sought to retain the built form of the previous permission and consent (HGY/2023/2306 & 2307) as much as possible whilst making modifications as necessary to accommodate the change to PBSA and the removal of the cinema.

6.2.2 These changes have resulted in the second podium courtyard/garden to the western end of the site being dropped down to ground floor level in the current scheme allowing a level link to Brunswick Square from that courtyard.

6.2.3 The central section of the building facing Peacock Industrial Estate to the west has also been raised by a storey to 6-storeys. There are also additions in several places towards the western elevation to accommodate the increase in floorspace and to provide suitable layouts for the change to student accommodation.

6.2.4 The basement has been removed from the current proposals. This is due to the lower requirement for blue badge parking required by the London Plan. There are also several other elevational alterations to serve the student accommodation.

Some massing has been added to the western end of the proposal and the set-back upper floor levels have been enlarged.

6.2.5 Entrances to different clusters have been included on the western elevation to provide activation akin to the maisonettes within the extant scheme. The balconies in the extant scheme have been removed due to there not being a requirement for private amenity space attached to student bedrooms.

6.2.6 The images below show comparisons between the extant and proposed schemes and indicate the changes. They show that there are minimal changes to the High Road heritage frontage with the main changes being the inclusion of the open courtyard behind the High Road buildings and the additional massing and elevational changes to the western edge to accommodate the floorspace increases.

6.2.7 The revised proposal must be considered in light of this extant permission.

6.2.8 Please see the next pages for the images.

Figure 05: Images of the extant scheme from (Clockwise) the High Road, a view looking southeast, a roof plan, and a view from the future Peacock Park; and then the same images/views for the proposed scheme.

FIGURE 77. View of the Scheme from the High Road

FIGURE 78. View Looking South East

FIGURE 80. Rendered Roof Plan

FIGURE 79. View of the Scheme from Peacock Park

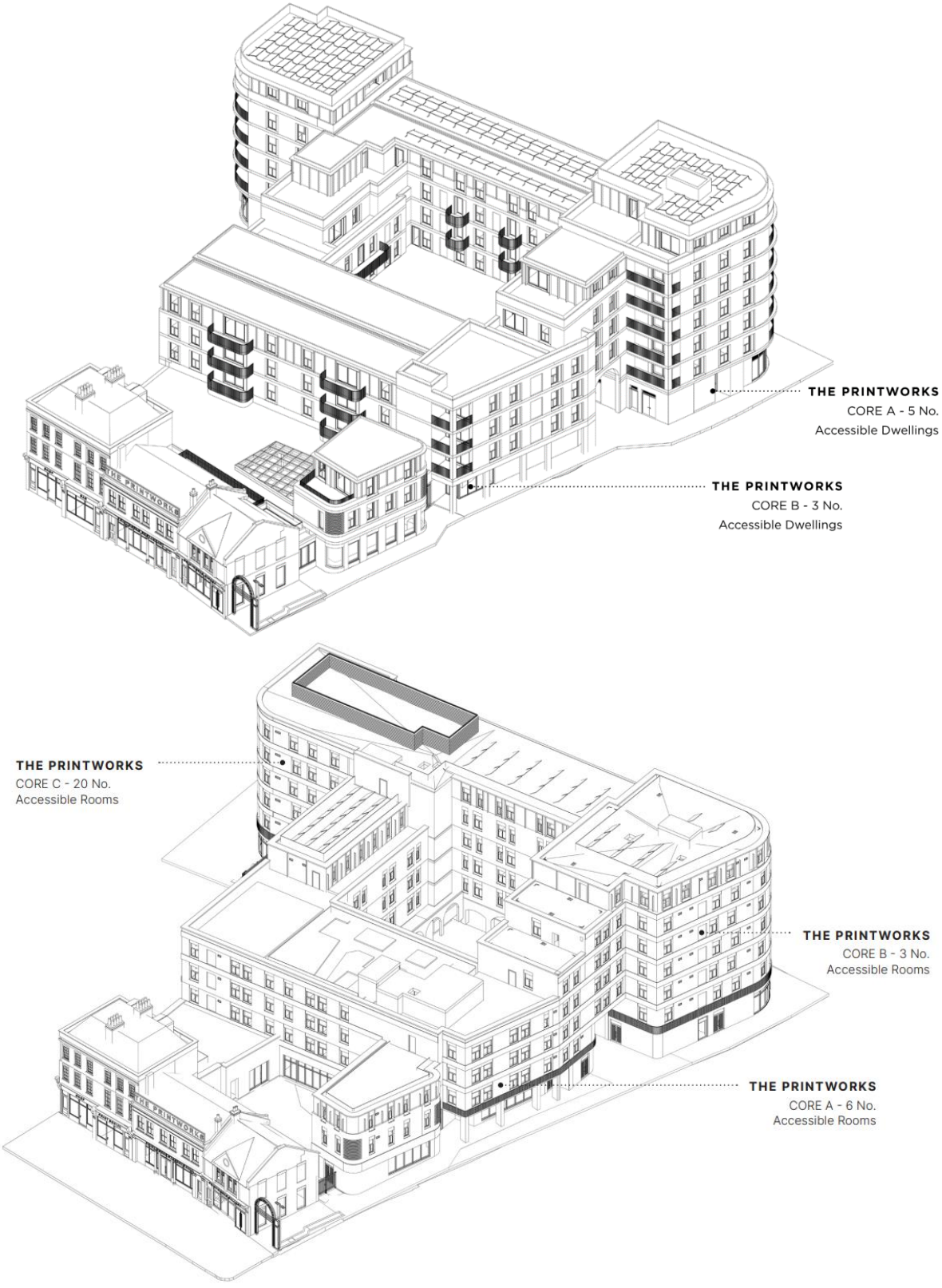
Figure 06: A raised view of the extant scheme looking southeast; and then the same view for the proposed scheme.

Figure 07: Street view of the extant scheme looking northeast; and then the same view for the proposed scheme.

Figure 08: Northern Brunswick Square elevation for the extant scheme; and then the same elevation for the proposed scheme.

Figure 09: Southern Percival Court elevation for the extant scheme; and then the same elevation for the proposed scheme.

Figure 10: Isometric drawing of the extant scheme (looking west); and then the same isometric drawing for the proposed scheme [the images also show the accessible accommodation locations].



6.3 **Principle of the development**

6.3.1 *Policy Background*

6.3.2 The current National Planning Policy Framework NPPF was last updated on 5 September 2023. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

6.3.3 *The Development Plan*

6.3.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (DM DPD) and Tottenham Area Action Plan (TAAP) and the London Plan (2021).

6.3.5 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the TAAP. The application site is located within a strategically allocated site - NT5 (High Road West) of the Tottenham Area Action Plan. A key policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved masterplan. This is the High Road West Masterplan Framework (HRWMF), which is discussed in detail below.

6.3.6 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.

The London Plan

6.3.7 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.

Upper Lea Valley Opportunity Area Planning Framework

6.3.8 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study

(DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.

6.3.9 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development.

The Local Plan

6.3.10 Haringey's Local Plan Strategic Policies sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (SA DPD) and Tottenham Area Action Plan (TAAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

6.3.11 The site is located within the Northumberland Park Area of Change as per Haringey's Local Plan - Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.3.12 Policy SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan (TAAP)

6.3.13 The TAAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.

6.3.14 The TAAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

NT5 Site: High Road West

6.3.15 The site allocation for the wider area (NT5 – High Road West) covers approximately 11.69ha and calls for a master planned, comprehensive development creating a new residential neighbourhood (with a net increase of

1,200 dwellings) and a new leisure destination for London. The residential-led mixed-use development is expected include a new high-quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.3.16 Site Allocation NT5 contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type, and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area and includes listed and locally listed buildings. Development should follow the principles under the ‘Management of Heritage Assets’ section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high-quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:

    - A new Learning Centre including library and community centre;

- Provision of a range of leisure uses that support 7 day a week activity and visitation; and
- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.

- The Moselle runs in a culvert underneath the site [*although not this part*] and will require consultation with the Environmental Agency.

6.3.17 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on event and non-event days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build and cement the area's reputation as a premier leisure destination within North London.

High Road West Master Plan Framework (HRWMF)

6.3.18 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the TAAP area to come forward comprehensively to meet the wider objectives of the TAAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the TAAP.

6.3.19 The current approved High Road West Master Plan Framework (HRWMF) is that prepared by Arup in September 2014. This highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMF also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.3.20 The Council has entered into partnership with Lendlease and hybrid permission for the High Road West (HRW) redevelopment has been approved under reference HGY/2021/3175. in August 2022.

6.3.21 Other development plan designations include:

- North Tottenham High Road Conservation Area and an Archaeological Priority Area;
- Locally Listed Buildings (823 - 829 High Road);
- Grade II Listed Building (819-821 High Road);
- Northumberland Park Growth Area;
- Family Housing Protection Zone;
- A defined Tall Buildings Growth Area; and
- Critical Drainage Area.

6.3.22 The site is in an edge-of-centre location, being outside of (but directly opposite) the Tottenham High Road Local Shopping Centre boundary.

5 Year Housing Land Supply

6.3.23 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

6.3.24 Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

6.4 **Policy Assessment**

Principle of Comprehensive Development

6.4.1 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the TAAP area to come forward comprehensively to meet the wider objectives of the TAAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the TAAP and that applicants will be required to demonstrate how any proposal:

a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider TAAP;
b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
c) Optimises development outcomes on the site

6.4.2 Policy DM55 states: "Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council's satisfaction, that 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 by the site allocation".

6.4.3 Policy NT5 makes clear that 'development should accord with the principles set out in the most up-to-date Council approved masterplan', which as discussed above, is the approved HRWMF prepared by Arup in September 2014. This is

therefore an important material consideration when determining planning applications.

6.4.4 Paragraph 4.6 of the TAAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the TAAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

6.4.5 Paragraph 4.9 of the TAAP states that a comprehensive approach to development will often be in the public interest within the TAAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.

6.4.6 Although the HRMF seeks to ensure that the site is brought forward in a comprehensive manner, the phasing provisions of the HRWMF explicitly recognise existing land ownership. Indeed, Phase 1A (Cannon Road area) was delivered independently.

6.4.7 This acknowledgement that component parts of site allocations may be progressed separately (subject to them not prejudicing the delivery of the Site Allocation and HRWMF) was confirmed by the Goods Yard Appeal Decision in June 2019 and again by the Council's decision to grant permission for the extant Depot consent in September 2020.

6.4.8 The applicant is proposing to develop four parts of Site Allocation NT5 that it owns (this site, the Goods Yard, the Depot, and No. 807 High Road). This application is supported by a masterplan that demonstrates that the development of the site could be satisfactorily developed without prejudicing the delivery of the wider Site Allocation NT5.

Contribution to housing stock

6.4.9 Following the publication of the London Plan in March 2021 the Council's annual housing target increased to 1,592 homes.

6.4.10 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.

6.4.11 The TAAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the TAAP (NT5) as an appropriate place for residential development alongside a mix of other uses and the TAAP calls for a minimum of 1,400 homes and a net

increase of 1,200 homes. Of the 1,400 dwellings anticipated, 222 homes have already been developed in the form of the Cannon Road housing area (HGY/2012/2128). This leaves 1,178 dwellings still to be provided.

6.4.12 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. Whilst student accommodation does not fall under Class C3 it is still counted towards the supply of housing.

6.4.13 The London Plan Policy H15 identifies that accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.

6.4.14 The proposed scheme would therefore deliver the equivalent of 114 new homes based on this ratio and result in the loss of 13 existing homes. The proposals would therefore result in a net gain of 101 homes and make a welcome contribution towards delivering the outstanding requirement for Site NT5 and the borough's overall 10-year housing target.

6.4.15 The extant permission for the site proposed the delivery of 72 new homes and the loss of 13 existing homes (a net gain of 59 homes) so this proposal represents an improvement in terms of housing delivery compared to the previous approval.

Principle of Provision of Purpose-Built Student Accommodation (PBSA)

6.4.16 Policy DM15 of the DM DPD supports proposals for PBSA in growth areas, within or at the edge of a town centre, and in an area of good public transport accessibility. The proposal meets these requirements, the application site is located in a Growth Area and has a high PTAL of 4-5 indicating that its access to public transport is very good.

6.4.17 As the site allocation (NT5) is brought forward the immediate area would also become an expanded local shopping centre and vibrant leisure destination – which, whilst not strictly a town centre, would incorporate appropriate town centre uses to complement but not compete with Bruce Grove District Centre to the south along the High Road. As such, student accommodation with ground floor commercial spaces would be an appropriate use in this location.

6.4.18 Proposals also need to demonstrate that they would not result in a loss of housing. Again, when considered in the round, the proposals would result in an increase in housing overall given the uplift in accommodation proposed.

6.4.19 Policy DM15 of the DM DPD also requires there to be no adverse impact on local amenity, that the accommodation is of a high-quality design including consideration for unit size, daylight & sunlight, and provision is made for students with disabilities. These will be assessed in later sections of this report.

6.4.20 The final parts of DM15 part D requires student accommodation schemes to demonstrate the need for the additional bedspaces and ensure the accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 (40% affordable housing provision).

6.4.21 London represents the largest student housing market in the UK – and Europe – with c.400,000 full time students studying across over 40 major universities, as well as those at smaller institutions. Whilst London has a large purpose-built student housing market, it does not come close to providing the amount of accommodation required to house London's students, with c.310,000 students having to find accommodation outside of this purpose-built sector.

6.4.22 The applicant has engaged in discussion with Middlesex University who have expressed interest in the proposal to supplement their existing stock of student accommodation. The applicant states in the submission that several meetings were held to develop the project to Middlesex University's requirements, resulting in their providing a letter of support for the scheme.

6.4.23 The applicant has agreed to the use of the accommodation being secured for students and the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms being secured through a nomination agreement for occupation by students of one or more higher education provider.

6.4.24 The proposal will provide an element of affordable student accommodation. The applicant is proposing 35% on site affordable student accommodation which complies with London Plan Policy H15and is discussed in more detail below.

6.4.25 Part A of London Plan policy H15 requires boroughs to seek to ensure that local and strategic need for PBSA is addressed subject to 5 criteria which will be outlined and assessed below. Part B encourages boroughs, student accommodation providers and higher education providers to develop student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

1) Mixed and inclusive neighbourhood

6.4.26 London Plan policy H15 supports proposals for PBSA, provided that at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood. The application site lies within the High Road West (HRW) regeneration area, as identified in the TAAP. HRW is allocated for a new

residential neighbourhood and leisure destination which would include an expanded local shopping centre.

6.4.27 With regard to housing mix, the TAAP policy AAP3 Part D states that new homes in Tottenham should better address housing needs and secure a more inclusive and mixed, sustainable community. On a neighbourhood level for High Road West the TAAP (paragraph 5.126) states that:

This site will deliver a new residential neighbourhood, which will provide high quality new homes for existing secure Council tenants living on the Love Lane Estate and provide better housing choice for existing and future residents. The development will build on the redevelopment of Tottenham Hotspur Football Club stadium and create a new vibrant leisure destination for London.

6.4.28 The application site is within an expanded local shopping centre near to White Hart Lane Station and the bus connections of the High Road. Student units, are an appropriate form of housing for the site given family housing would be provided elsewhere in the site allocation under the various permissions, including replacement Council homes to the south of White Hart Lane under the outline element of hybrid planning permission HGY/2021/3175.

6.4.29 It is also recognised in the London Plan (paragraph 4.10.4) that the introduction of one-bed units reduces the pressure to convert and subdivide existing larger homes. Therefore, the ability for the proposed development to meet the needs of those that want to live in a purpose-built student environment has the potential to reduce the pressure on existing family homes in the immediate Tottenham area for use as flat shares for students.

6.4.30 Planning permissions for other parts of the site allocation propose homes that would help create the new residential neighbourhood. The current proposal would provide a form of accommodation that is currently not being provided for in the area. Given the location and its good access to public transport the site is well suited to PBSA development and would improve the housing choice for existing and future residents seeking student accommodation in Tottenham.

6.4.31 Given this context it is considered that the proposal would contribute to a mixed and inclusive neighbourhood and would provide a form of accommodation that would complement the housing currently being delivered in the site allocation and wider area as part of other permissions and consents.

2) The use of the accommodation is secured for students.

6.4.32 The s106 agreement would secure the use of the accommodation only for students only during the academic year. This would be sufficient to satisfy this policy requirement.

6.4.33 Whilst the accommodation would be secured for the use of students only during the academic year. Outside of the academic year the building could provide accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses or any similar use at any institution approved in advance in writing by the local planning authority, acting reasonably.

6.4.34 The temporary use shall not disrupt the accommodation of the resident students during their academic year. Any ancillary use described above shall only be for a temporary period each year and shall not result in a material change of use of the building.

6.4.35 This approach is encouraged by London Plan policy H15 which identifies that in order to enable providers of PBSA to maximise the delivery of affordable student accommodation, these alternative non-term-time uses increase the profitability of the development, boroughs should consider allowing the temporary use of accommodation during vacation periods for ancillary uses.

6.4.36 This would be particularly relevant in this instance given the presence of the stadium nearby and the commercial opportunities available to the owner of the proposed building outside of term time as a result – for letting to delegates for conferences etc.

3) *The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider.*

6.4.37 The s106 agreement would ensure that this is secured which would be sufficient to satisfy this policy requirement.

6.4.38 As noted previously, the applicant has engaged in discussion with Middlesex University who have expressed interest in the proposed Printworks scheme to supplement their existing stock of student accommodation, resulting in their providing a letter of support for the scheme.

4) *The maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:*
    a. *to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution.*
    b. *where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E.*

6.4.39 The London Plan sets out that to provide greater certainty, speed up the planning process and increase the delivery of affordable student accommodation, a threshold has been introduced for PBSA schemes to take advantage of the 'Fast Track Route'. To follow the 'Fast Track Route' the amount of affordable student accommodation provided should be at least 35 per cent of student bedrooms in the development.

6.4.40 The applicant has opted to follow the 'Fast Track Route' and provide 35 per cent of the accommodation as affordable student accommodation. As the required threshold for affordable student accommodation would be met, the scheme does not need to be considered under the Viability Tested Route (as described under Part E of Policy H5 Threshold approach to applications and the Mayor's Affordable Housing and Viability SPG) and the affordable housing provision is complaint with London Plan Policy.

6.4.41 Whilst the proposal would not meet the local 40% borough wide affordable housing target, the London Plan was adopted more recently than the Local Plan and is therefore its policies must be given great weight.

5) The accommodation provides adequate functional living space and layout.

6.4.42 Nationally Described Space Standards on minimum room and flat sizes do not apply to student accommodation. However, the plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions.

6.4.43 The development proposes a range of accommodation typologies, including 'cluster bedrooms' where several rooms share a kitchen space, standard studios, and premium studios. Cluster bedrooms are all a minimum of 12.5sqm, studio bedrooms are split into two categories with standard and premium accommodation. The standard rooms are a minimum of 18sqm and the premium rooms a minimum of 24sqm.

6.4.44 As is expected in student housing, the individual rooms / units do not have private external amenity space. However, the development includes two generous external communal courtyards at ground floor level and a podium roof garden at 4th floor level.

6.4.45 Generous internal shared amenity space would be provided at ground floor level, illustrative drawings in the Design and Access Statement (DAS) indicate that these spaces could include a large entrance/reception space, a laundry, a screening room, a breakout/games room, a study space, a café, and a gym.

6.4.46 Every room is provided with a toilet, shower, and basin; and the studios have basic cooking facilities in the form of a kitchenette. The premium studios also

have a seating area. Shared living kitchen dining (LKD) areas would be provided for each cluster of bedrooms. A cluster would contain a maximum of 12 bedrooms with the associated LKD sized, proportionately, to suit so that sufficient kitchen space is provided for all rooms of accommodation.

6.4.47 Almost all units are inevitably single aspect, except for some corner units. As the layout currently follows the street pattern, some units will therefore be single aspect and north facing. Where rooms wrap around the corners of the proposed PBSA building, these windows generally facilitate communal living kitchen dining spaces or premium rooms. Dual aspect amenity spaces have been maximised for cluster units. Overall, the quality of private and communal accommodation is high for student housing.

Loss of Existing Housing

6.4.48 London Plan Policy H7 makes clear that loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

6.4.49 The proposed scheme would deliver a net increase of floorspace for accommodation. As set out above Policy H1 of the London Plan, in the supporting text clarifies that non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.. The proposed scheme would therefore deliver 114 new homes (net gain of 101 homes) based on this ratio. As such, the loss of the existing 13 homes would be acceptable in principle given the uplift and net gain of 101 homes.

Loss of Banqueting Suite

6.4.50 Policy DM49 of the DM DPD resists the loss of social and community facilities without replacement, (with the definition including education/training facilities, health facilities, community halls, places of worship and pubs). London Plan Policy S1 resists the loss of social infrastructure, with supporting paragraph 5.1.1 listing “health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities”.

6.4.51 Policy SP10 of the Local Plan seeks to protect and enhance Haringey’s town centres, according to the borough’s town centre hierarchy and Policy DM41 of the DM DPD promotes new retail spaces in town centres. Policy DM44 of the DM DPD seeks to manage changes of use to shops in non-designated shopping frontages, retain active frontages, and ensure that there are adequate alternative shopping facilities nearby. Site Allocation NT5 of the TAAP seeks to enlarge the existing North Tottenham Local Centre or create a new local centre and include leisure uses.

6.4.52 The existing banqueting suite can accommodate up to approx. 600 people and is a place of celebration, ceremony, and mourning that enables large numbers of friends and relatives to mark significant life events. However, whilst it could be considered to provide a 'distinctive use with a public benefit', it comprises a private commercial *Sui Generis* use that is not strictly 'publicly accessible' to the wider community and operates solely as a commercial business which is available for hire for private events only.

6.4.53 As such, officers do not consider that it comprises a community facility or piece of social infrastructure and that it is not protected by policy. During consultation on the extant scheme the Cannon Road Residents Group wrote to support this view and to point out the disturbance that the existing use causes.

Loss of Retail Uses

6.4.54 The site falls outside of the defined North Tottenham Local Centre and outside of a potential expanded Local Centre around a new Moselle Square (referred to in the HRWMF). Officers are satisfied that there is adequate retail provision in the existing nearby Local Centre and that proposals would retain appropriate active commercial and ancillary student uses on the ground floor of the High Road. As such, the potential loss of retail floorspace is considered acceptable.

Principle of Proposed Flexible Commercial Uses

6.4.55 TAAP Policy NT2 states the Council will support development which increases job density and therefore helps to meet the employment needs of the Borough and enables small firms to start up, and grow, in flexible industrial space. Site Allocation NT5 establishes indicative development capacities for commercial (4,350sqm) and town centre uses (11,740sqm) (16,090sqm overall).

6.4.56 The principles of the HRWMF seek to create a net increase in jobs and business opportunities in the area through an increase in commercial space and provision of a range of workspaces. The principles of the plan also seek to provide a range of retail and commercial units to encourage a greater mix and wider retail offer.

6.4.57 The proposed scheme includes 238sqm (GEA) of flexible commercial floorspace use (Class E). This is considered to contribute to NT5 allocated requirements for commercial uses and is generally consistent with guidance in the HRWMF.

6.4.58 The removal of the cinema in this current scheme is unfortunate, but the applicant has advised that this would not be deliverable without a suitable operator on board. In any event, the revised proposal is policy compliant and forms part of an investment in the area that would deliver accommodation for students, commercial spaces, and an improved public realm.

6.4.59 S106 planning obligations are also recommended to secure the implementation of an approved Employment and Skills Plan to maximise employment and

training opportunities for residents from the development (including during the construction phase).

Principle of the Development – Summary

6.4.60 The provision of a student accommodation-led mixed-use scheme comprising PBSA, ancillary uses, and other commercial uses is acceptable in principle. The incremental development of Site Allocation NT5 is acceptable in principle, providing that the proposed development does not prejudice the future development of other parts of the site, allocation, or frustrate the delivery of Site Allocation NT5 or wider area outcomes sought by the site allocation.

6.4.61 The proposal would deliver a similar form of development to the extant permission, with a greater amount of housing albeit in the form of student accommodation. There would also not be a cinema in this scheme. However, there would be commercial units at the four corners of the development and activated frontages with PBSA rooms and ancillary uses occupying them.

6.4.62 It is considered reasonable to give a 5-year planning permission, rather than the standard 3-years. The Goods Yard and Depot extant consents allow for an implementation period of between 4 and 5-years and a 5-year life for any new permission would give more time for the applicant to work constructively with the Council's development partner Lendlease over development of land to the north of White Hart Lane.

6.5 **Affordable Housing**

Policy Background

6.5.1 London Plan Policy H15 identifies that for PBSA schemes the maximum level of accommodation shall be secured as affordable student accommodation as defined through the London Plan and associated guidance.

6.5.2 As noted above the London Plan states that to provide greater certainty, speed up the planning process, and increase the delivery of affordable student accommodation – a threshold has been introduced for PBSA schemes to take advantage of the 'Fast Track Route'. To follow the 'Fast Track Route' the amount of affordable student accommodation provided should be at least 35 per cent of student bedrooms in the development.

6.5.3 To proposal commits to providing 35 per cent of the accommodation as affordable student accommodation to be secured through a s106 agreement. This would amount to 101 student bedspaces. These would be pepper potted throughout the scheme to achieve a fully accessible and integrated development.

6.5.4 Policy H15 of the London Plan also identifies that the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.

6.5.5 Whilst the proposal would not meet the 40% target specified by Policy SP2 of the Council's Local Plan and DM13 of the DM DPD, given that the London Plan was adopted more recently and is therefore making Policy H15 of the London Plan the prevailing policy, the proposed level of affordable accommodation is acceptable. As the required London Plan threshold for affordable student accommodation would be met, it is not considered necessary for the scheme to need to be considered under the Viability Tested Route.

6.5.6 Whilst the extant permission for the site proposed 7 social rented homes and 16 intermediate (Total = 23), the proposals would not be able to incorporate low-cost rent housing as there would be difficulties in having a mix of homes and student accommodation.

6.5.7 Affordable student accommodation has also been proposed to comply with London Plan policy and utilise the fast track route which excludes the requirement for a late stage review (LSR). A LSR compares the viability assessment at application stage with actual achieved values and costs. If costs have gone down, and values up, then a further payment to the council would be required. If the original assessment was too pessimistic then a late payment to the local authority would be required, or additional on-site affordable accommodation would be sought to be delivered.

6.5.8 The applicant is currently in discussions with an operator who specialises in student accommodation who would not be able to run and manage the different forms of accommodation due to complexities with management.

6.5.9 Affordable wheelchair accessible rooms: The scheme has been designed to British Standard BS8300-2:2018, Design of an accessible and inclusive built environment, Buildings Code of practice, and therefore 10% (29 in total) of the units are wheelchair-accessible. The proposed accessible bedrooms are accommodated within the studio bedroom provision. Just under 35% of these 29 (10 bedrooms) would be affordable student accommodation.

6.5.10 Affordable Design & Management: All proposed accommodation has been designed so that they are 'tenure blind' and there would be no discernible difference in external appearance of affordable and market accommodation. The proposed affordable homes would be managed by the same operator, allocated by the higher education provider(s) that operates the accommodation / has the nomination right to it, and all residents would be able to access the same amenities and open space.

Affordability

6.5.11 To ensure students with an income equivalent to that provided to full-time UK students by state-funded sources of financial support for living costs can afford to stay in PBSA, the maximum number of bedrooms in PBSA are required to be affordable at this income level. The rental cost for this affordable student accommodation has been defined through the work of the Mayor's Academic Forum.

6.5.12 Affordable student accommodation is defined in the London Plan as a purpose-built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.

6.5.13 The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report. The affordability of the affordable student accommodation would be secured through a s106 agreement.

6.5.14 Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance in the future. Review clauses would be included to the s106 to ensure that any updated guidance is picked up and applied to this scheme going forward.

6.5.15 The applicant has committed to ensuring that the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. This would also be secured through the s106.

Viability Review

6.5.16 In accordance with London Plan Policy H5, it is recommended that s106 planning obligations secure an Early-Stage Viability Review. It is also recommended that these secure a Development Break Review – requiring a review if an approved scheme were implemented, but then stalled for 2 years or more. These reviews would ensure the applicant fully intends to build out the permission.

6.5.17 Early-Stage Review Mechanisms are essentially re-runs of the viability assessment process but at a later point post-permission and prior to completion

of all units. Early reviews are engaged if a certain amount of progress has not been made onsite within several years.

6.5.18 These reviews compare the viability assessment at application stage with actual achieved values and costs. If costs have gone down, and values up, then a further payment to the council would be required. If the original assessment was too pessimistic then a later payment to the local authority would be required, or additional units would be required to be delivered as affordable so that the maximum viable amount can still be sought in the stated circumstances.

Affordable Housing – Summary

6.5.19 Officers consider that both the amount and type of proposed affordable accommodation are acceptable given that they comply with the London Plan, subject to approval of details and Early and Development Break viability Reviews.

6.6 Development Design

Policy Background

6.6.1 The NPPF makes beauty and placemaking a strategic national policy, includes an expectation that new streets are tree-lined and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in the National Design Guide (January 2021) and, where relevant, National Model Design Code (July 2021).

6.6.2 Local Plan Policy SP11 and Policy DM1 of the DM DPD are relevant to the design of developments. Policy DM1 of the DM DPD states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

6.6.3 Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials, and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe, and easy to use.

6.6.4 London Plan Policy D9 requires that tall buildings are only developed in locations that are identified as suitable in Development Plans. It goes on to set out a number of visual, functional, and environmental impacts of tall buildings that should be considered in planning decisions.

6.6.5 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their

neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).

6.6.6 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Strategic Policy SP11 of the Local Plan requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'.

6.6.7 Policy AAP6 of the Tottenham Area Action Plan states that, in line with DM6 of the DM DPD, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.

6.6.8 The HRWMF sets out the principle that tall buildings will only be considered in parts of the masterplan area where existing character would not be affected adversely by the scale, mass, or bulk of a tall building. The HRWMF envisages a "legible tall building spine" that descends from Brook House to create an appropriate heritage setting for statutorily listed and locally listed assets.

6.6.9 The HRWMF also sets the principles that tall buildings should be located to minimise overshadowing of adjacent development and used as part of a wayfinding and movement strategy (for example located towards the end of east-west routes). Key views of the stadium should be considered and maintained in the profile of buildings.

6.6.10 Haringey's Quality Review Panel (QRP) assessed the extant scheme twice prior to submission of the formal application (on 15 December 2020 and 18 May 2021). Whilst it is acknowledged that the extant scheme differs to that currently proposed, given the similarities in the design of the two schemes the following summary of QRP comments from these reviews and officer responses are set out in Table 03 below as they remain relevant.

Table 03: Summary of QRP comments & officer response:

QRP Comment	Officer Response
The 8-storey building at the back of the site at 819-829 High Road appears detrimental to the historic character of the area and should be rethought to address the more human scale of its context.	The scale of the building has been reduced
The panel welcomes the re-use and repair of the heritage buildings, particularly those along the High Road, and the commitment to understand their history. These heritage	Noted. The proposals would deliver public benefits through re-use and repair and the scheme

assets should underpin the character of the scheme, especially for the 819-829 High Road site, and should inform the buildings' massing.	staggers in height away from these buildings to minimise harm.
Further consideration should be given to the demolition of part of the locally listed building at 823-829 High Road. This extension contributes to the character of the Conservation Area and its removal will impact on the street frontage.	Whilst this is acknowledged, this demolition is required to enable firefighting access. This building is also of a lower quality to the rest of the terrace and efforts would be made to reintroduce a sense of its presence through the gateway installation.
The scheme should explore ways of enhancing the existing historic alley leading to Brunswick Square, without demolition to widen this to become a street.	As above, this was considered but would not be possible due to other important requirements. Efforts have been made in the design to minimise the harm of this loss.
The proposed roof extensions and Herald Yard development on the 819-829 High Road site should be sympathetic to the adjacent heritage buildings. There is not yet enough information to judge how successful this element of the scheme will be.	The proposal has finessed the designs and reached a sympathetic conclusion that maximises the opportunities from the development whilst also delivering on other aims and objectives of the plan such as the preservation of heritage assets and their setting.
In the Masterplan, public realm, and landscape design section of the 2nd review: *This will be particularly relevant to the design of Brunswick Square. If the width of the space is increased by removing part of the building adjacent and setting back the building line, then this provides opportunities for a special landscape design approach in this important space that provides a key link between the High Road and the site. Consideration of the potential uses of this space would be welcomed, as this would help to define and enliven this important piece of public realm.*	The applicant has committed to funding the resurfacing of Brunswick Square and indicated their proposed landscaping strategy. Furthermore, efforts have been made to activate the elevations onto Brunswick Square and design layouts so that they protect internal privacy.

Site Layout & guidance in the HRWMF

6.6.11 The HRWMF sets out the following relevant layout principles:

- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces;
- Create attractive north-south links behind the High Road which connect public parks and squares, key public buildings, and the station;
- Complement the scale of the proposed street layout with appropriate building heights;
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing;
- Demonstrate clear definition of fronts and back of buildings, public and private open spaces, and active street frontages; and
- Enhance the heritage value contribution of the High Road, reinforcing its fine grain and diversity of retail offer alongside improvements High Road frontages.

6.6.12 Officers consider that the Printworks application is generally based on the above layout principles as follows:

- It provides active frontages to Brunswick Square (to the north) and Percival Court (to the south);
- It allows for a future north-south route along its western boundary;
- It includes appropriate building heights (discussed further below);
- It includes courtyard blocks, albeit that the proposed fully enclosed courtyards are different from the open-sided courtyard envisaged);
- Buildings would have clear backs and fronts; and
- It would retain and refurbish the two Listed Buildings and most of the locally listed buildings on the High Road – although it would involve the demolition of the locally listed building at No.829 and the widening of Brunswick Square (discussed in detail under Heritage Conservation).

6.6.13 Figure 38 in the HRWMF sets out an overall indicative masterplan. The Goods Yard and Depot extant schemes have interpreted this and THFC's latest indicative masterplan revises this further as proposed in the Goods Yard-Depot application (reference HGY/2021/1771), which was allowed on appeal.

6.6.14 Figure 11 below sets out an extract from the HRWMF and the THFC's indicative masterplan. This shows that the layout of Printworks application scheme is broadly in accordance with the HRWMF masterplan in terms of how it would address Brunswick Square, Percival Court and the western boundary of the site.

Figure 11: HRWMF Figure 38 & THFC indicative masterplan:

Site Layout & the Interim Condition (with Peacock Industrial Estate) Relationship with existing and future development

6.6.15 The Agent of Change principle set out in London Plan Policy D13 places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.

6.6.16 In other words, the onus is on the applicant to demonstrate that its proposed development would not prejudice the continued operation of the existing nearby industrial and warehousing uses on the Peacock Industrial Estate. This principle can be extended to other matters – such as outlook, privacy and daylight and sunlight.

6.6.17 Figure 12 below sets out an extract from THFC's indicative masterplan in the Interim Condition (with Peacock Industrial Estate in place), the proposed Printworks layout and a cross section of the scheme showing the relationship between the existing Peacock Industrial Estate and the western edge of the site. This shows that proposed units in the western part of the Printworks building would be:

- Set back 2.3m from the site boundary (Peacock Mews);
- Set down approx. 0.3-0.5m below the level of the Peacock Industrial Estate car parking area (with a 2m high boundary wall);
- Set back approx. 18-21m from the industrial/warehousing units.

Figure 12: Proposed relationship with the existing Peacock Industrial Estate:

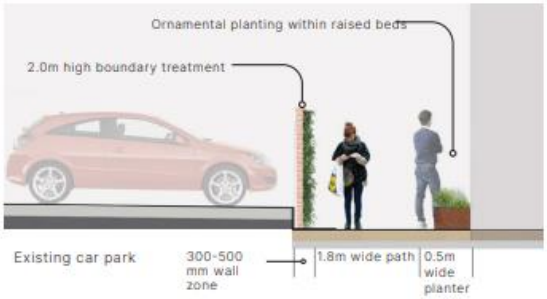


FIGURE 276. Section across street width - Interim treatment

FIGURE 277. Elevation of boundary treatment - Interim

6.6.18 There would be ground floor commercial units at the northern and southern ends of the western arm of the proposed Printworks building, with 3 duplex clusters at ground and first floor in the middle (meaning that there would be front doors onto the street as well as ground floor bedrooms). The extant scheme had a similar arrangement albeit with front doors to maisonettes. This retains the principles of activating the elevation to avoid deadened frontages presenting onto road that may come forward as part of the delivery of the masterplan.

6.6.19 Officers are satisfied that the location, use and layout of the proposed buildings (together with the proposed boundary wall) would result in an acceptable relationship between proposed accommodation and existing industrial estate and

ensure an acceptable level of residential amenity for new residents which should not prejudice the continued operation of the existing uses.

Development Density

6.6.20 London Plan Policies H1 and D3 make clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites (and no longer refers to a density matrix as a guide).

6.6.21 The policy states that a design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2). In doing so it identifies a number of requirements in relation to form and layout, experience and quality and character.

6.6.22 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels.

6.6.23 The proposed scheme would have a similar density to the extant scheme and the Goods Yard & Depot scheme (reference HGY/2021/1771). The following issues are assessed in different sections of this report:

- Form and Layout – Development Design;
- Experience – (safety, security, inclusive design, housing quality and residential amenity) – Development Design, Accommodation Quality, Impact on Amenity of Adjoining Occupiers and Fire Safety & Security;
- Quality and character – Development Design;
- Neighbour amenity – Impact on Amenity of Adjoining Occupiers;
- Transport infrastructure – Transportation & Parking;
- Green infrastructure– Trees and Urban Greening & Ecology; and
- Social infrastructure – Social & Community Infrastructure.

6.6.24 In summary, the assessment in the above sections finds the proposed scheme to be acceptable, subject to securing necessary mitigation and officers are satisfied that the proposed amount of development does optimise the site's potential to successfully deliver new homes and jobs as part of a new higher density neighbourhood.

Amount, location, and type of Open Space

6.6.25 London Plan Policies D1-D3 and D8 requires high-quality public realm that takes account of environmental issues, including climate change, and provides convenient, welcoming, and legible movement routes and stresses the importance of designing out crime by optimising the permeability of sites,

maximising the provision of active frontages, and minimising inactive frontages. Policies DM2 and DM3 reflect this approach at the local level.

6.6.26 Whilst the site is almost entirely within the White Hart Lane Area of Open Space Deficiency (as identified in Figure 4.1 of the Development Management DPD), it is less than 1 hectare in size and so Policy DM20 of the DM DPD does not require the creation of additional publicly accessible open space.

6.6.27 A development guideline in Site Allocation Policy NT5 and a key principle of the HRWMF is the production of a net increase in the amount and the quality of public open space. The HRWMF identifies broad building typologies to frame open space, and the Site Allocation calls for the creation of open space in addition to the creation of a legible network of east-west streets that connect into the surrounding area and the existing lanes off the High Road.

6.6.28 The HRWMF proposes 39,400sqm of open space in total (including publicly accessible open space, children's play space, five-a-side playing pitch and allotments), compared to 21,000 sqm of open space in the NT5 site area currently (an increase of 80%).

6.6.29 The proposed scheme includes provision for 1,661sqm of open space in total, as follows:

- Brunswick Square - public highway/public realm (additional approx. 354sqm);
- Percival Court-private Street (approx. 331sqm) (this would become public realm in the masterplan scenario);
- Peacock Mews – private communal space (approx. 131sqm);
- Ground Floor External Amenity Space (approx. 635sqm); and
- Terrace External Amenity space (Level 04) (approx. 210sqm).

6.6.30 The site measures 0.36ha, or 3.33% of the Site Allocation NT5 area (11.69ha). The proposed provision of 1,661sqm of open space amounts to 4.21% of the overall area called for in the HRWMF but as discussed in more detail under the Social and Community Infrastructure heading below, CIL would be collected and could be used towards the delivery of additional (publicly accessible) open space in Peacock Park.

Building Scale, Form and Massing

6.6.31 The scale form and massing largely reflects that of the extant permission but it incorporates an additional open courtyard to the rear of the high road buildings and greater massing to the western end of the building, with an additional storey between the two corner buildings and additional bulk and massing to accommodate the additional floorspace.

6.6.32 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although

this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).

6.6.33 Policy D9 of the London Plan acknowledges that Development Plans should define what is considered a tall building for specific localities. The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).

6.6.34 The London Plan sets a minimum height for tall buildings of more than 6-storeys or 18 metres above ground to the floor level of the uppermost storey. Only the northwest corner of the building would exceed this height – in the form of a setback seventh storey. The majority of its form falls below the minimum height set in the London Plan.

6.6.35 Haringey's local policies identify the site as a growth area potentially suitable for tall buildings and indicates that a tall building would be a building of 10-storeys or more. The proposed building would not have a significant impact on the skyline, nor would it be substantially taller than its neighbours given existing, and potential for, tall buildings in the area.

6.6.36 Whilst the building would be taller than its immediate neighbours, there are several tall buildings in the area, such as River Apartments to the north, the towers of the Love Lane Estate to the south, and the Tottenham Hotspur stadium development to the east as well as extant permissions to the west of the site.

6.6.37 In this context the proposed building would not be substantially taller than its neighbours, particularly given its form which steps up away from the High Street frontage – whereby elements are 2-3 storeys. The proposed height is largely in line with the HRW Masterplan Framework.

6.6.38 The stepped form of the proposed building would also have a modest impact on the skyline, it would have a negligible impact in views looking west from the High Street, and in views from the east it would be visible but commensurate with its location in an allocated site.

6.6.39 The taller parts of the development also serve to mark the laneways of Brunswick Square and Percival Court for wayfinding purposes. As set out below the design is considered to be high quality. The proposal would not have a significant environmental impact on the surrounding area.

6.6.40 Strategic Policy SP11 of the Local Plan requires all new development to enhance and enrich Haringey's built environment and create places and buildings of high quality. The HRWMF massing principles seek to locate tall buildings towards the railway line, to create an edge to the development and build on the character

established by the 22-storey River Apartments tower (81.5m AOD) at Cannon Road.

6.6.41 Figure 52 of the HRWMF shows buildings reducing in height from this tower towards the High Road/White Hart Lane to create an appropriate heritage setting for statutory listed and locally listed buildings and Figure 53 sets out indicative proposed building heights. The building heights proposed by this application are set out in the table below, alongside the approved heights in the extant consents and the indicative HRWMF heights.

Table 04: Proposed building heights

Proposed	**HRWMF Indicative heights**
• 3-7-storeys on to Brunswick Square • 4-6-storeys on to Percival Court • Central 6-storey section facing Peacock Industrial Estate.	• 3-5-storeys

6.6.42 The proposed building heights would generally accord with guidance in the HRWMF, although the western end of the proposed Printworks building would exceed 5-storeys.

6.6.43 The proposed height of the proposal conforms to what is envisaged in the masterplans with lower rise to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the western courtyard and seven at the north-western corner, an acceptable height within the meaning of the “mansion block” typology. These heights are likely to fit in well with the rest of the masterplan, in whichever detailed form.

6.6.44 Officers do not consider that the proposed scheme, which is a maximum of 7-storeys, constitutes a ‘tall building’ for the purposes of the HRWMF assessment and Haringey Local Plan Policy. As such, it does not require assessment under London Plan policy D9 as its form in this location and context would not constitute a tall building with only the northwestern corner marginally breaching the 18 metres above ground to the floor level of the uppermost storey minimum.

6.6.45 In terms of bulk and massing, the proposals step in on all sides from the red-line boundary, although this is driven as much by necessity - to provide access, servicing, and fire compliance, it avoids overcrowding the surroundings.

6.6.46 The scale and bulk proposed to the intended street frontages is appropriate, with the intended street to the west (where the proposed bulk and height of development is greatest) being the wider and more important, conventional street. The scale and bulk of the Brunswick Square frontage noticeably reduces

in both height and plan depth, commensurate with it being a narrow, tighter alleyway - even in its proposed, wider state.

6.6.47 To the south, the boundary steps away from Percival Court. The proposal creates a narrow servicing and fire escape passageway along the southern boundary. The northern side of the eastern podium is only enclosed by a two-storey maisonette with a gap to the rear of the existing 827, giving the separation between the existing High Road frontages of heritage significance and the main new build a spacious quality.

6.6.48 At both western corners, the proposals rise up and mark the corners with an extra storey (six at the southern end, seven at the northern), marking what will become, in the masterplan, significant crossroad street corners and in the northern case also the southern end of the proposed new public park (Peacock Park).

6.6.49 In urban design terms this is an appropriate response to their intended location. They also mark the culmination of the very gradual stepping up and significant separation of new built form from the historic existing High Road frontage.

Townscape and Visual Effects

6.6.50 London Plan Policies D9 and HC4 make clear that development should not harm Strategic Views, with further detail provided in the Mayor's London View Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.

6.6.51 As mentioned above, the proposed height of the proposal conforms to what is envisaged in the masterplans with lower rise buildings to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the western courtyard and seven at the north-western corner. These proposed heights would not harm strategic views and would preserve local views.

Inclusive Design

6.6.52 London Plan Policies GG1, D5 and D8 call for the highest standards of accessible and inclusive design, people focused spaces, barrier-free environment without undue effort, separation, or special treatment.

6.6.53 The applicant's Design and Access Statements (DAS) explains how the proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people.

6.6.54 The proposed external amenity/courtyard spaces are designed to be safe (as discussed above) and provide interest at different times of the year – with no separation based on affordability. The plans indicate that building access, internal corridors and vertical access are likely to meet Building Regulations.

6.6.55 As discussed under Transportation and Parking below, car parking provision would be focused on the needs of wheelchair users and others that may have a particular need to access a car.

6.6.56 The proposed cycle parking also includes spaces for 'adaptive' and large bikes. The proposed surfacing improvements to Brunswick Square and Percival Court are welcomed (which are recommended to be secured by s106 planning obligation/s278 Agreement).

6.6.57 Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The requirements in relation to wheelchair accessible accommodation is discussed under Accommodation Quality below.

Secured by Design

6.6.58 London Plan Policies D1-D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages, and minimising inactive frontages.

6.6.59 As discussed above, the proposed layout incorporates a good front to back relationship and includes active ground floor frontages in the form of flexible commercial units, duplex clusters with front doors on the streets and communal entrances.

6.6.60 This should all help ensure a safe and secure development and an active public realm – particularly along Brunswick Square. The detailed design of the public realm, including proposed landscaping and lighting, are also considered acceptable.

6.6.61 The applicant's DAS sets out a number of detailed access features and gates that are intended to be incorporated into the scheme. The Designing Out Crime Officer (DOCO) raises no objection in principle, subject to the imposition of appropriate conditions.

6.6.62 If planning permission were to be granted, it would be possible to use a planning condition to require Secured by Design accreditation and ensure the DOCO's continued involvement in detailed design issues.

6.7 **Accommodation Quality**

6.7.1 As noted in section 6.4 DM DPD policy DM15 requires the accommodation to be of a high-quality design including consideration for unit size, daylight & sunlight, and provision made for students with disabilities. London Plan Policy H15 part 5 also sets out that PBSA accommodation must provide adequate functional living space and layout.

6.7.2 The plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions. Cluster bedrooms are all a minimum of 12.5sqm, studio bedrooms are split into two categories with standard and premium accommodation. The standard rooms are a minimum of 18sqm and the premium rooms a minimum of 24sqm.

6.7.3 The assessment under section 6.4 identified that the proposed accommodation would provide adequate functional living space and layout as it would include two generous external communal courtyards at ground floor level and a roof garden at 4th floor level. Generous internal shared amenity space would be provided at ground floor level which could provide a large entrance/reception space, a laundry, a screening room, a breakout/games room, a study space, a café, and a gym.

6.7.4 Every room would be ensuite with studio rooms having kitchenettes and. premium studios also have a seating area. Shared living kitchen dining areas (LKDs) would be provided for each cluster of bedrooms. A cluster would contain a maximum of 12 bedrooms with the associated LKD sized, proportionately, so that sufficient kitchen space is provided for all rooms of accommodation. Overall, the quality of private and communal accommodation is high for student housing.

Accessible Accommodation

6.7.5 The London Plan does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, DPD policy DM15 requires provision to be made for units that meet the needs of students with disabilities.

6.4.1 A Practice Note on Wheelchair Accessible and Adaptable Student Accommodation was issued by the GLA in November 2022. The note indicates that the Building Regulations make clear that student accommodation is to be treated as hotel/motel accommodation.

6.4.2 As such, for the purposes of ensuring provision of accessible student accommodation, in addition to London Plan policy D5, the relevant part of Policy E10 Part H also applies to development proposals for new non-self-contained student accommodation. The relevant part of E10 Part H states that development proposals for serviced accommodation should provide either:

1. 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
2. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'

6.7.6 The scheme has been designed to British Standard BS8300-2:2018, Design of an accessible and inclusive built environment, Buildings Code of practice, and therefore 10% (29 in total) of the units would be wheelchair-accessible. The proposed accessible bedrooms are accommodated within the studio bedroom provision. Just under 35% of these 29 accessible studios (10 bedrooms) would be affordable student accommodation.

Unit Aspect, outlook, and privacy

6.7.7 Almost all units are inevitably single aspect, except for some corner units. As the layout currently follows the street pattern, some units will be single aspect and north facing. Where rooms wrap around the corners of the proposed PBSA building, these windows generally facilitate communal LKD spaces or premium rooms. Dual aspect amenity spaces have been maximised for cluster units.

6.7.8 The outlook for the rooms would be acceptable and all rooms would have sufficient levels of privacy.

Daylight/Sunlight/overshadowing – Future Occupiers

6.7.9 The applicant's Internal Daylight and Sunlight Report (August 2023) reports on an assessment of in total, 328 rooms: 309 in the PBSA building (222 bedrooms, 28 shared LKDs, 54 studios, and 5 communal spaces), and 19 in the High Road buildings (2 communal spaces, 4 2/3- bed cluster flats (9 bedrooms and 4 LKDs), and 2 1-bed studios (2 kitchens and 2 bed-living rooms). Sunlight was also assessed to all habitable rooms irrespective of orientation and to the three proposed outdoor amenity spaces within the development.

6.7.10 The nature of student accommodation requires some departure from the amenity standards that apply to normal residential accommodation, because PBSA would typically be occupied for less than a year, its population would change from year to year, and the main function of the rooms is for sleeping, with much of the students' daytime activities taking place elsewhere (either within other parts of the building or at the institution they attend.

6.7.11 Of the 328 rooms assessed, 246 (75%) would meet the target daylight illuminances adopted in the assessment (100 lux for bedrooms, 150 lux for

shared LKDs, studios, bed-living rooms and indoor amenity spaces, and 200 lux for a KD and a kitchen).

6.7.12 Paragraph C17 of the 2022 BRE guidance on student accommodation (BR 209) suggests that the higher level of 150 lux (usually for living rooms) should be used for bed sitting rooms in student accommodation if students would often spend time in their rooms during the day.

6.7.13 The applicant has used 100 lux which is considered to be acceptable given the other spaces available for studying in the building and on campus. The building has study space available on the ground floor and in the LKDs. Moreover, in the bedrooms, a desk would typically be positioned close to the window where the median illuminance would generally be at least 200 lux.

6.7.14 The analysis states that the requirement for the design to balance daylight with passive solar gain and overheating considerations precludes the provision of more or larger windows or the use of glazing with higher visible light transmittance.

6.7.15 So, whilst 25% of the rooms would not meet the target daylight illuminances, this is still considered to be acceptable given the stringent nature of the latest guidance, the site constraints, and the proposed type of accommodation and how it is used.

6.7.16 To provide further context, daylight provision was also assessed using the average daylight factor (ADF) methodology under the superseded 2011 edition of the BRE guide. 302 rooms (92%) would have satisfied the corresponding ADF targets. The lower level of adherence to the latest 2022 guidelines arises because the new criteria are more difficult to achieve, partly because more conservative internal surface reflectances must now be used in the calculations.

6.7.17 In terms of sunlight, 64 out of 88 (73%) of cluster flats and studios would satisfy the guideline for normal residential development of at least 1.5 hours of sunlight on 21 March, and five out of seven of the indoor communal amenity spaces would exceed or be close to that target.

6.7.18 The two courtyard areas would be below the guideline, with 35% and 1% of their respective areas receiving at least two hours of sunlight on 21 March (and therefore for at least half the year). In midsummer (21 June), 95% and 76% of their respective areas could receive at least two hours of sunlight.

6.7.19 The fourth-floor amenity terrace would be very well sunlit, with 94% of its area receiving at least two hours of sunlight on 21 March and 100% in midsummer. Whilst the courtyard spaces would be more shaded, the students would have access to the well sunlit terrace at 4th floor level.

Noise and vibration – Future Occupiers

6.7.20 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development.

6.7.21 Policy D14 sets out requirements to reduce, manage and mitigate noise. London Plan Policy D14 also seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation where this is not possible and minimise noise from development and to improve health and quality of life. Similar objectives are included in Local Plan Policy DM23.

6.7.22 Noise from the Peacock Industrial Estate and crowd/concert noise from the Tottenham Hotspur Stadium is not expected to contribute to the overall noise climate of the proposed accommodation as this would be less than the ambient noise level associated with trains (further to the west) and road traffic on the High Road.

6.7.23 The proposed accommodation on the western edge of the site would be approx. 2-3m from the boundary and car parking area and be between approx. 18 to 21m from the industrial/warehousing units themselves. A 2m high brick wall would be located along the boundary and the proposed accommodation would be student rooms with access to other parts of the building that has work and amenity spaces.

6.7.24 As the masterplan is developed, the need for the wall will fall away. The wall is a temporary solution which would enable the proposal to fit in with the existing arrangement and enable the existing uses to coexist with those proposed in a way that safeguards the needs of the Peacock Estate and those of the future occupants of the proposal.

6.7.25 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that mechanical ventilation be installed for these blocks, so that windows can be kept closed.

6.7.26 The Assessment also considers overheating and identifies the need for the inclusion of an acoustically attenuated façade louvre that could be opened or closed by occupiers on facades that are considered 'medium' or 'high' risk of overheating, and these have been incorporated into the proposed detailed design. It is recommended that further details of the proposed glazing, mechanical ventilation and louvres are secured by way of a planning condition.

6.7.27 It is recommended that conditions are attached to a planning permission to control mechanical plant noise by way of a standard planning condition (calibrated to reflect the site-specific noise environment).

6.7.28 It would also be possible to use planning conditions to secure adequate mitigation to prevent undue noise transmission between the proposed ground floor commercial units and the proposed accommodation above and to limit the hours of use of any café/restaurant to 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

Residential Quality – Summary

6.7.29 The number of proposed wheelchair accessible bedspaces and quality of the units of accommodation would be acceptable. The proposed accommodation and associated communal open space would generally be high quality and officers are satisfied that future residents would enjoy high-quality design including good unit sizes, adequate functional living space and layout.

6.7.30 Whilst not all rooms would meet the target daylight illuminances, the majority would, and where daylight is restricted a study desk would typically be positioned close to the window where the median illuminance would generally be at least 200 lux. The design has had to balance daylight with passive solar gain and overheating considerations which has limited the size and quantity of glazed areas.

6.7.31 In terms of sunlight, the majority of cluster flats and studios as well as communal amenity spaces would satisfy the guidelines. Whilst the courtyard spaces would be more shaded, the students would have access to the well sunlit terrace at 4th floor level. This would be an acceptable level of amenity in terms of outlook and privacy, daylight and sunlight, noise and vibration and overheating for the proposed student accommodation.

6.7.32 The proposed layout and disposition of uses takes account of the existing Peacock Industrial Estate and subject to securing appropriate glazing/ventilation arrangements, officers are satisfied that the proposed scheme would be compatible and comply with the Agent of Change principle.

6.8 Social and Community Infrastructure

Policy Background

6.8.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.

6.8.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

6.8.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make the development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth.

6.8.4 This approach is reflected in the TAAP in Policies AAP1 and AAP11. DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

6.8.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2022) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

Site Allocation NT5 Infrastructure Requirements and the HRWMF

6.8.6 The NT5 Site Allocation envisages large scale redevelopment giving rise to infrastructure obligations above those that may be required on smaller and less complex sites addressed by CIL. The overarching vision for the High Road West area is for a significant increase in the provision of community facilities and envisages that the local community will have the best possible access to services and infrastructure.

6.8.7 Key to the TAAP site delivery for NT5 is the creation of new leisure, sports and cultural uses that provide 7 day a week activity. The infrastructure requirements for the wider NT5 site are broadly identified in the NT5 Site Allocation, including:

- A new Learning Centre including library and community centre;
- Provision of a range of leisure uses that support 7 day a week activity and visitation; and
- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

6.8.8 The extant permission secured financial contributions (totalling £192,125) towards these infrastructure requirements but only if permission was issued prior to the increased CIL rate taking effect on 1st September 2022. The permission was issued on 31 August 2022.

6.8.9 The overall contribution of £192,125 on top of CIL is not necessary in this instance as the total CIL charge has since increased from £20.84p/sqm for conventional residential to £97.55 p/sqm for student accommodation. Therefore, the updated CIL charge is much greater than the total of the previous CIL charge and the infrastructure contribution combined.

6.8.10 Health. The NHS London Healthy Urban Development Unit notes that a planned health centre as part of the THFC stadium development is not guaranteed. In advance of this opening, further capacity is needed and following the pandemic there has been significant pressure on hospital and acute services, including mental health, and therefore mitigation from the development is necessary.

6.8.11 Using the HUDU Planning Contributions Model, the Unit has calculated the requested contribution of £151,530.00 to be paid on commencement and indexed linked to building costs. The overall capital cost was calculated to be £303,060.00. However, discussions with the NHS Trusts and the ICB indicate that expansion of existing sites should be possible and therefore the capital cost of mitigation was reduced by 50% to £151,530.00.

6.8.12 Under the extant scheme £35,845 was requested. This figure was not sought as Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement state that health contributions should be dealt with through Strategic CIL rather than s106 planning obligations. Given that this was granted last year at the end of summer 2022 it is considered appropriate to maintain this position.

6.8.13 Therefore, the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities and/or expansions of existing sites to cater for the needs arising from the wider High Road West site rather than through s106 planning obligations.

6.8.14 The CIL rate which currently applies to student accommodation significantly exceeds the previous CIL rate which applied to conventional residential before the CIL charges were significantly increased in the east of the borough. The previous scheme was not required to pay s106 costs towards healthcare and a considerably greater increase in CIL payments from the scheme would be generated following adoption of the revised charging schedule. Therefore, the higher CIL charge can be directed towards health and wellbeing facilities, amongst others, in line with the Council's infrastructure needs.

6.9 **Heritage Conservation**

6.9.1 Paragraph 196 of the revised NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.9.2 London Plan Policy HC1 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail and places emphasis on integrating heritage considerations early on in the design process.

6.9.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 of the DM DPD continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

6.9.4 Policy AAP5 of the Tottenham Area Action Plan speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.

6.9.5 Policy NT5 requires consistency with the TAAP's approach to the management of heritage assets. The High Road West Master Plan Framework's approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to the west of the Master Plan area.

6.9.6 The HRWMF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use.

Legal Context

6.9.7 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".

6.9.8 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether

to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

6.9.9 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

6.9.10 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

6.9.11 If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.

6.9.12 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.9.13 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.9.14 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and

weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

Existing Buildings and Significance

6.9.15 The two 3-storey Georgian townhouses at Nos. 819-821 High Road (Listed Grade II) date from circa 1725. In the 19th century they provided the Head Offices of the Tottenham and Edmonton Weekly Herald newspapers (with a former printworks behind). They now accommodate the Le Royale Banqueting Suite on the ground floor, with homes above, and with large 3-storey extensions and a large industrial-shed like building at the rear. The interior of the buildings has been extensively altered but include some original features.

6.9.16 The 19th Century 2-storey buildings at Nos. 823, 825 and 827 are locally listed buildings and are occupied by various shops and commercial uses on the ground floor with homes above. The 2-storey locally listed building at No.829 is a later building dating from circa 1902. Nos. 827 and 829 have been extended at the rear and buildings have been extensively altered inside and out.

6.9.17 The above frontage buildings are within the North Tottenham Conservation Area, which is in a fragile condition, and it is currently designated a “Conservation Area at Risk” by Historic England. The Listed and locally listed buildings on the site and the adjoining narrow Brunswick Square make a positive contribution to the character and appearance of the Area. The unattractive 20th century 3-storey buildings immediately to the north of Brunswick Square (Nos. 831-833 High Road) are identified in the Appraisal and Management Plan as being ‘Negative Contributors.’

Proposed works and Assessment

6.9.18 Refurbishment and alteration to Nos. 819-821 (Listed Buildings). The proposed comprehensive refurbishment and repair of these buildings includes the removal of the existing 3-storey unsympathetic rear extensions and replacement with a single-storey extension, reinstatement of a former hipped roof and chimneystack, reinstatement of original layout at upper level, removal of satellite dishes and other clutter from the front facade, repair of brickwork and joinery, and the replacement of poor quality modern internal and external doors, windows and shopfront with more sympathetically designed features.

6.9.19 The ground floor of no. 819 would be a commercial unit and proposed ground floor and the single-storey extension to both properties would form part of the proposed ancillary spaces to the student accommodation, the extended upper floors would remain as housing. Officers welcome the proposed works and uses. It is recommended that a condition prevents demolition works until a contract for replacement development has been entered into.

6.9.20 Demolition of No. 829 (Locally listed building). The existing Brunswick Square is a narrow public highway. Whilst it functions as a 2-way street, it is only 3.4m wide at the High Road frontage and only approx. 3m wide at its narrowest point and there are no passing points, making it unsuitable as a vehicular access for a fire tender and refuse vehicle to serve the site in the interim condition – in advance of development of the wider masterplan, which would provide vehicular access to the site from new streets to the west. The proposal is to demolish this building to enable a wider carriageway of at least 3.7m, a servicing bay, a separate footway and public realm areas.

6.9.21 No. 829 High Road, in itself, has little inherent conservation value or significance. Its value derives mainly from its contribution to the group of heritage buildings that it is part of and in defining the narrow Brunswick Square. The loss of the 'tightness' of grain at the High Road entrance and the greater exposure of the unattractive building at Nos. 831-833 would be offset by the proposed planting of a specimen tree, an arch over the proposed footway, signpost and high-quality surface treatment.

6.9.22 The proposed buildings along Brunswick Square would replace the large hardstanding area continue to reinforce the tight grain townscape – making Brunswick Square more attractive, safer, and more accessible. Overall, officers consider that the loss of this building would be acceptable. It is recommended that a condition prevents its demolition until a contract for the construction of the proposed Printworks building and landscaping works has been entered into. It is also recommended that a photographic survey of the building be submitted before its demolition.

6.9.23 Refurbishment and alteration to Nos. 823 to 827 (Locally listed buildings). The proposed comprehensive refurbishment and repair of these buildings includes the removal of the existing 3-storey unsympathetic rear extension to No. 823, removal of clutter from the front facades, repair of brickwork and joinery, and the replacement of poor-quality shopfronts, modern internal and external doors and windows to a more sympathetic design. The ground floor of nos. 823-825 would form the proposed reception for the PBSA with no. 827 providing the Class E commercial space. The upper floors would remain as housing albeit student accommodation.. Officers welcome the proposed works and uses.

6.9.24 North Tottenham Conservation Area. Whilst the proposed removal of No. 829 High Road and widening of Brunswick Square would have a negative effect on the character and appearance of the Conservation Area, this has been mitigated by the proposed landscape features at the junction with the High Road and good-quality frontage buildings and public realm further back from the High Road. The comprehensive refurbishment and alterations to the Listed Buildings and retained locally listed buildings would be beneficial. Overall, officers consider that the proposals would have a positive effect on the appearance and character of the Conservation Area.

The planning balance

6.9.25 Taking full account of the Council's statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paras 202 and 203 of the NPPF this harm has been given significant weight and requires a balancing exercise against public benefit.

6.9.26 The proposed development would result in both heritage harm and benefits, which affect the Listed buildings at Nos. 819-821, the North Tottenham Conservation Area, and the locally listed buildings at Nos. 823-829. This results in a complex interaction of harm and benefits.

6.9.27 The submission sets out what the applicant considers to be the public benefits of the proposed scheme. Taking account of this and their own assessment, officers summarise the public benefits as follows:

- Securing the long-term future of the Grade II listed 819-821 High Road and the locally listed buildings at 823-827 High Road;
- Integrating the statutorily and locally listed buildings at 819-827 High Road within the development, better revealing their significance in the process and enhancing their overall appearance and setting within the Conservation Area;
- Responding to the needs for student accommodation and contributing to the delivery of housing at a ratio of 2.5:1 (114 homes or net gain of 101 homes);
- Creating a new, high-quality entranceway to Brunswick Square that opens views into a well-designed and active streetscape. Coupled with the creation of a high-quality, accessible, and secure public realm along Brunswick Square, this represents a significant improvement to the existing alleyway which is unattractive and unsafe;
- Achieving a better townscape legibility and integration of the site within the wider site allocation;
- Making a meaningful contribution to the wider regeneration objectives for North Tottenham and Site Allocation NT5;
- Attracting new investment and visitors to North Tottenham, with commercial uses bringing new attractions and spending to the local area. Together with annual household spending from the occupants of the accommodation each year in the local area;
- The creation of new employment opportunities during the construction and operational phases, with opportunities for local recruitment and skills development;
- Acting as a catalyst for investment and further regeneration of Site Allocation NT5 and the wider area, redressing inequality and halting further decline in Tottenham without prejudicing other development in the vicinity;
- Complementing the ongoing regeneration of Tottenham that has taken place to the east, notably within the NDP and Northumberland Terrace.

6.9.28 Having carefully considered issues, officers consider that the public benefits of the proposals, as summarised above, outweigh the less than substantial harm that would be caused by the loss of the non-designated No. 829 High Road.

Heritage Conclusion

6.9.29 Historic England makes no comment on the proposals but advises that the LPA should seek the views of its specialist conservation advisers.

6.9.30 Officers are bound to consider the strong presumption against granting permission for development that causes harm to the setting of a listed building or to a conservation area in line with the legal and policy context set out above.

6.9.31 The proposed scheme would retain and enhance the two Listed Buildings and three locally listed buildings within the site and improve their setting and would, overall, have a positive effect on the character and appearance of the Conservation Area. The demolition of the locally listed building at No. 829 would result in the total loss of a non-designated heritage asset of some, though limited, heritage significance. This limited loss of significance has to be weighed proportionally in the planning balance, in accordance with paragraphs 202 and 203 of the NPPF. Officers consider that the resultant harm falls in the less than substantial category.

6.9.32 As such, paragraph 202 of the NPPF is engaged, requiring the public benefits to weighed against the heritage harm. The resultant harm has been given significant weight, but, in accordance with guidance in the NPPF paras (202 and 203) is considered to be outweighed by substantial public benefits referred to above.

6.10 **Impact on Amenity of Adjoining Occupiers**

6.10.1 London Plan Policy D6 notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

6.10.2 The Mayor's Housing SPG (2016) reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements and also calls for the BRE guidance on daylighting and sunlighting to be applied flexibly and sensitively to proposed higher density development, especially in town centres – taking account of local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.

Daylight/Sunlight, overshadowing - Methodology

6.10.3 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

6.10.4 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.

6.10.5 The BRE Guidelines recommend that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations.

6.10.6 The NPPF advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes…' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.10.7 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

6.10.8 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines – which recommend that at least half of a space should receive at least two hours of sunlight on 21 March (Spring Equinox), or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction). There are no relevant amenity spaces to be assessed for sun on ground.

Daylighting and Sunlight Assessment

6.10.9 The applicant's Daylight Sunlight Report for the extant scheme made an assessment of likely impact on the following 40 residential properties:

- 838 to 810 (evens) High Road (east side, 8 properties);
- 843 to 831 (odds) High Road (west side, 5 properties);
- 817 to 791 (odds) High Road (west side, 10 properties);
- 1 to 7 (odds) White Hart Lane (south side, 3 properties);

- 9-39 White Hart Lane (south side, 1 property); and
- 2 to 30 (evens) White Hart Lane (north side, 13 properties).

6.10.10 The July 2021 report identified just three neighbouring properties that would experience impacts outside the BRE guidelines:

- 831-833 High Road;
- 813-817 High Road; and
- 811a High Road.

As the massing of the proposed development is very similar to that of the 2022 permission/consent, the assessment this time was limited to the previously mentioned three neighbouring properties. This is considered to be an acceptable approach given the recent grant of planning permission and aforementioned similarities.

6.10.11 BRE daylight and sunlight tests were run in four scenarios as follows:

- Scenario 1: Existing baseline v proposed development.
- Scenario 2: Mirror image baseline v proposed development.
- Scenario 3: Extant consent baseline v proposed development.
- Scenario 4: Future baseline v cumulative proposed development.

6.10.12 Scenario 1 assesses the potential impacts of the proposed development against the existing baseline context. It establishes the daylight and sunlight levels that would be retained in the proposed development condition and the degree to which they change from the existing baseline, assuming no other changes in surrounding massing.

6.10.13 Scenario 2 compares proposed daylight and sunlight levels at 831-833 High Road only with those for an alternative baseline with a mirror-image of the massing on the north side of the narrow lane known as Brunswick Square placed on the site in accordance with the guidance at paragraph F5 of the BRE guide.

6.10.14 Scenario 3 compares proposed daylight and sunlight levels with those for an alternative baseline containing the 2022 consented scheme on the Site in accordance with the following guidance at paragraph F2 of the BRE guide:

> *F2 Sometimes there may be an extant planning permission for a site but the developer wants to change the design. In assessing the loss of light to existing windows nearby, a local authority may allow the vertical sky component (VSC) and annual probable sunlight hours (APSH) for the permitted scheme to be used as alternative benchmarks. However, since the permitted scheme only exists on paper, it would be inappropriate for it to be treated in the same way as an existing building, and for the developer to set 0.80 times the values for the permitted scheme as benchmarks.*

6.10.15 Scenario 4 assesses the potential impacts of the proposed development against a future baseline context containing the following consented cumulative schemes:

- Goods Yard + The Depot 2021 scheme consented at appeal (ref. HGY/2021/1771)
- 807 High Road consented scheme (ref. HGY/2021/0441)
- Lendlease consented illustrative scheme (ref. HGY/2021/3175)

6.10.16 The results indicate that the neighbouring properties would remain with acceptable levels of daylight and sunlight in the post development condition. The only impacts outside the guidelines would be:

- five rooms serving three flats in 831-833 High Road (three bedrooms and two living/dining rooms);
- five rooms serving two flats in 813-817 High Road (four bedrooms and one living/kitchen/dining room); and
- three rooms in 811a High Road (a kitchen, a bedroom and a living/kitchen/dining room).

6.10.17 Most of the affected rooms are bedrooms, which have a lower requirement for daylight and are less sensitive. In every case the residual daylight and sunlight levels with the proposed development in place would be reasonable for an urban area.

6.10.18 It must also be acknowledged that parts of the site are underdeveloped currently, with single-storey buildings or no massing at all. In such cases a greater impact than the BRE's default numerical guidelines may be unavoidable. The supplementary mirror-image assessment of 831- 833 High Road shows that future daylight levels would be the same or noticeably better than the alternative target values derived from a mirror-image building reflected onto the site.

6.10.19 Overall, the difference in the daylight and sunlight effects when compared to the permitted scheme is minimal, and therefore the proposed scheme is considered acceptable in daylight and sunlight terms relating to its impact on neighbouring buildings/occupiers.

6.10.20 The proposed development would not cause unacceptable harm to daylight or sunlight to existing surrounding residential properties. The layout of the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 125(c) of the NPPF and paragraphs 1.3.45 and 1.3.46 of the Mayor of London's Housing SPG.

6.10.21 Overall, officers consider that, the levels of daylight and sunlight conditions would be acceptable – particularly as other residential amenity factors are also considered acceptable (see Overlooking/Privacy and Noise below).

Overlooking/privacy

6.10.22 Outlook from accommodation in the proposed smaller new build block on Brunswick Square towards existing windows in the western façade of Nos. 831-833 High Road would maintain the distances between buildings considered acceptable under the extant permission.

6.10.23 Windows in the proposed larger block would be approx. 20m away from the consented (but not yet built) No.807 High Road (Block B) on the south side of Percival Court. This separation distance is considered acceptable.

Noise

6.10.24 The mainly residential nature of the proposed scheme means that, subject to using planning conditions to limit hours of use of any café/restaurant in the proposed commercial units and to control noise from mechanical plant, it should not cause undue disturbance to neighbouring residents. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising noise during construction (which it is recommended are secured by planning condition).

Amenity Impacts – Summary

6.10.25 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.11 **Transportation and Parking**

6.11.1 The NPPF (Para. 110) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflects national guidance (including the National Design Guide).

6.11.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.

6.11.3 Other key relevant London Plan policies include Policy T2 – which sets out a 'healthy streets' approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.

6.11.4 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.

6.11.5 DM Policy (2017) DM32 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

6.11.6 A key principle of the HRWMF is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

Transport Assessment

6.11.7 The majority of the site has a PTAL 4, with the southwestern part having a higher PTAL of 5). The site is also located in the Tottenham North CPZ. The application is supported by a Transport Assessment (TA), which incorporates a draft Delivery and Servicing Management Plan, Framework Travel Plan and Outline Construction Logistics Plan.

Site Access – Interim Condition

6.11.8 The application sets out details of proposed access arrangements for both the interim condition and a future master planned context, where land to the west, in the wider NT5 Site Allocation, is developed.

6.11.9 In the interim condition, a widened Brunswick Square would be used as a two-way access route for refuse collection, servicing and delivery, and emergency vehicle access. Delivery and servicing vehicles for both the proposed accommodation and commercial uses would access parallel loading bays along the southern side of Brunswick Square.

6.11.10 The bays would be able to accommodate up to two 8m long rigid heavy goods vehicles (HGVs) (7.5tonne) vehicles simultaneously. A new footway adjacent to the southern side of Brunswick Square would provide a traffic free pedestrian route to the Printworks building and beyond.

6.11.11 To enable delivery and servicing vehicles (including refuse lorries) to turn around and leave in forward gear, a turning head would be recessed into the

northern part of the Printworks building. Waste storage and collection is discussed in detail under Waste & Recycling below.

6.11.12 Percival Court would provide access to the proposed car parking space that would be provided at ground level. In the interim state a gated access is proposed between the site and the remainder of Percival Court.

6.11.13 Both Brunswick Square and Percival Court would be relatively lightly trafficked and be used by pedestrians, wheelchair users and cyclists. It is recommended that s106 planning obligations require the applicant to improve the surface of Brunswick Square.

Vehicular Site Access – Long-term Masterplan Condition

6.11.14 In the future masterplanned context, there would be a north-south aligned street along the eastern edge of what is currently the Peacock Industrial Estate, and the western edge of the site. This route would be the primary vehicular access for the wider High Road West Site Allocation (north of White Hart Lane) and connect with Percival Court and Brunswick Square.

6.11.15 In the future masterplanned context, the proposed car parking space would continue to be accessed from Percival Court but via the internal masterplan street network only, with no through access along Percival Court to High Road. In the end state the gated access would be removed to allow pedestrian and cycle access to the wider masterplan. Landscape features such as planters would be used to prevent vehicular through access whilst retaining sufficient width for cycle access.

6.11.16 Similarly, following the implementation of a connection between Brunswick Square and a masterplan internal road network, delivery and servicing vehicles would be able to access the loading bays along Brunswick Square via the masterplan access to the south on White Hart Lane. Thus, the implementation of the wider masterplan and internal street network would allow all vehicular access to and from the site to be via the wider High Road West site to the west, with access from High Road no longer required.

6.11.17 However, the layout of the development is such that some flexibility in the future use of Brunswick Square is allowed for, to cater for the future requirements of the remainder of the masterplan. One-way operation of Brunswick Square, from the High Road to the internal streets of the masterplan, however, is the most likely future operational scenario.

6.11.18 It is noted that the exact arrangements cannot be fully determined until the wider masterplan design evolves.

Future Vehicular Access Points

6.11.19 To enable satisfactory future connections with adjoining land part of the High Road West masterplan area and to help ensure the successful development of the wider Site Allocation NT5, it is recommended that s106 planning obligations require a Future Connectivity and Access Plan to secure the right for pedestrians, cyclists and vehicles (including delivery and servicing) to access and egress the site and Percival Court from and to any future streets internal to the masterplan area, including a new street running along the western boundary of the site (and eastern boundary of the current Peacock Industrial Estate).

6.11.20 This would enable land and buildings fronting Percival Court (including the approved development at No. 807 High Road) (HGY/2021/0441) to be accessed by vehicles from the west instead of via the High Road.

Legal Highway Agreements

6.11.21 The proposed widening and other works to Brunswick Square, including its junction on the High Road would need to be the subject of a legal agreement under Section 278 of the Highways Act 1980. This would secure details of how the proposed new streets tie in with the existing highway and junction. It is recommended that a planning condition requires pre- and post-development highway condition surveys, to ensure that footways are restored after development is complete, and a combined Stage 1/2 Road Safety Audit, to ensure that the detailed vehicular access/junction arrangements are satisfactory.

Pedestrian and cycle movement

6.11.22 Pedestrians and cyclists would be able to access the site from the High Road, Brunswick Square, Percival Court, and any future street to the west that is provided as part of wider masterplan proposals. The proposed widened Brunswick Square would provide a much more attractive, safer, and accessible route, not just for the proposed development, but for existing (and future) businesses and homes that the street serves. It is also recommended that s106 planning obligations require the applicant to resurface Percival Court within the application site and for the length of the application site up to the High Road to match the material and quality for the Brunswick Square resurfacing.

Cycle Parking

6.11.23 The proposed scheme makes provision for 215 long-stay and 9 short-stay for the student accommodation and 4 long-stay and 9 short-stay for the commercial properties. This is in accordance with London Plan Policy T5 and is acceptable.

6.11.24 The on-site cycle parking for long-stay would be spread over 5 internal locations, with bikes being able to be parked on two-tier racks. These locations can be accessed from inside the courtyard of the development and outside on

Brunswick Square and the High Road. Short-stay cycle parking will be provided in the form of Sheffield stands on Brunswick Square and Percival Court.

6.11.25 Access routes to cycle stores have been designed to be as direct as practicable, with the number of doors to be passed through minimised, whilst considering Secured by Design advice. Doors that cyclists are required to pass through would be an appropriate width. All short stay spaces in the public realm would be provided as Sheffield stands.

6.11.26 However, there is insufficient detail on the location and detailed provision of these spaces to ascertain that this meets guidance in the London Cycling Design Standards (including the aspiration for at least 20% provision as Sheffield stands for standard cycles, and the need for 5% provision as wider spaces for non-standard cycles. There is also the need to ensure provision of locker and changing facilities for the proposed commercial space. It is recommended that these details are reserved by way of a planning condition.

Car Parking

6.11.27 The published London Plan 2021 Policy T6 Car parking 10.6.5 states that '*where no standard is given, the level of parking should be determined on a case-by-case basis taking into account of Policy T6 Car Parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity*'.

6.11.28 This policy will be utilised because no guidelines are specifically given to student accommodation within the London Plan 2021. This policy states that car free development should be a starting point for all proposals in places that are or planned in locations which are well connected to public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). This is further supported by policy DM32 in the Development Management DPD.

6.11.29 With regards to disabled parking bays the provision of one on-site disabled parking space for students of the development is welcomed. Supplementary information has been provided by the applicant's transport consultants on the method used to work out the disabled parking provision for the site. They have identified that the proposed level of provision is commensurate with other similar schemes in the borough and across London.

6.11.30 Taking into account the above policies and the car free nature of the site, apart from the single provision of a disabled parking bay, the development is in accordance with policy. To further ensure that the development does not produce any local vehicle trips the applicant would be required to enter into a s106 agreement prohibiting students from acquiring a residents parking permit. A condition is recommended which would ensure that the proposed car parking space would support an electric vehicle charging point.

Car Club

6.11.31 To help reduce car ownership and reduce pressure for car parking, it is recommended that s106 planning obligations secure financial contributions from the developers to ensure two years' free membership for all residents and £50.00 credit.

Trip Generation

6.11.32 Trip generation has been submitted as part of the application and included within the Transport Assessment. TRICs survey sites have been used as the basis of the analysis, with all 6 sites being used within London and bedroom numbers ranging from 103 – 1,100.

6.11.33 Trips for all modes of transport have been provided on for the AM and PM peaks only, with these trips being quite low for the number of bedrooms that are being provided for this proposal. It is more likely that most trips would be spread out throughout the day as student accommodation does not tend to have the same AM/PM travel as residential developments.

6.11.34 Additionally, this development is more likely to provide an increase in cycling trips because of the high provision of on-site cycle parking. Overall, the Highway Authority finds the trip generation to be acceptable.

Impact, management, and mitigation

6.11.35 Subject to the recommended Road Safety Audit, to ensure the creation of a safe revised Brunswick Square/High Road junction, together with other transport-related recommended conditions and s106 planning obligations, the proposed development by itself would have no discernible impact on highways or public transport.

6.11.36 The cumulative impact assessment highlights that, by taking account of the local committed schemes, the overall effect of the proposed development would not be material. The cumulative impact of the Lendlease application indicates that the additional trips by public transport would be accommodated within the existing capacities, however, alongside the impact upon the local pedestrian, cycle, and highway networks, this was further assessed as part of the Lendlease application (HGY/2021/3175).

6.11.37 The submissions Transport Assessment has included an Active Travel Zone (ATZ) assessment which has covered a 20-minute cycle distance from the site. It includes an assessment of the environment and main routes for both pedestrians and cyclists to the site, along with key destinations. These routes

have been assessed using Healthy Streets and suggestions on how they can be improved for both.

6.11.38 Collision data has been included within the ATZ by the developer for a three-year period to November 2020. The Highway Authority has examined collision data via Transport for London's Road Safety Data Reports that only included pedestrians and cyclists in the mode of transport. It can be seen in that there were a number of collisions near to the junction with Northumberland Park and High Road and Percival Court and High Road.

6.11.39 The Highway Authority has suggested that the developer provide funding towards a highway improvement scheme which would address issues surrounding pedestrian and cyclist road safety within the vicinity of the site. However, this was not sought under the previous scheme and the access arrangements have not been materially altered.

6.11.40 There is also the potential for the proposals to improve the current arrangement by improving visibility splays and widening Brunswick Square. The current scheme would also remove the underground parking from the previous scheme so would reduce the pressure on Percival Court in the interim scenario. As such, the contribution cannot be justified in this context.

6.11.41 TfL have requested a package of local walking, cycling and public realm improvements in light of ATZ assessment findings. The development proposals must be considered in the context of the extant consent. The extant consent (Application Reference: HGY/2021/2283). The TA shows that the net impact of the changes brought forward by the current application would be a reduction in trips by all modes in the AM and PM peak hours.

6.11.42 As the consented development was deemed to have no unacceptable impact on the transport network, and the proposals would result in a reduction in trips on all modes, the proposals would have no unacceptable impact on the transport network.

6.11.43 TfL also asked for the impact on the London Overground should be considered cumulatively. The impact on London Overground, including the context of the wider cumulative development was considered in detail for The Goods Yard and The Depot (Application Reference: HGY/2021/1771).

6.11.44 That assessment included The Printworks and concluded that no unacceptable impacts on the London Overground arose. As the development proposals would result in a reduction in trips compared to the consented development the findings of that assessment remain valid.

6.11.45 As the development proposals do not result in significant changes to the street scape compared to consented development a further healthy streets assessment is not required.

Travel Planning

6.11.46 The applicant's Framework Travel Plan sets out objectives of reducing the number of car trips made by residents, increasing the number of trips by walking and cycling and ensuring that development does not add pressure on the public transport system and sets out a strategy and process for setting and achieving specific targets. It is recommended that s106 planning obligations to secure the implementation and monitoring of approved Student and Commercial Travel Plans.

Delivery and Servicing

6.11.47 All of the proposed servicing and deliveries would take place on two new loading bays which are located on the southern part of Brunswick Square. Refuse collection is anticipated to take place on the loading bays and be done by a private refuse collector, the bays are nearby to the refuse stores.

6.11.48 Vehicle types that are expected to service the commercial units are expected to be a combination of heavy and light good vehicles, with a maximum length of 8m and weight of 7.5t. The student accommodation would have services/deliveries by Light Goods Vehicles (LGV) of 6m length and Medium Goods Vehicles (MGV) of 8m length.

6.11.49 A turning head located towards the northern part of the development, and which leads onto Brunswick Square would be provided for vehicle servicing/delivering to turn around and leave in a froward gear back onto High Road. Some swept path drawings have been provided as a part of the Transport Assessment which displays the loading bays being fully occupied with a vehicle leaving whilst a vehicle is still parked up.

6.11.50 However, it is difficult to distinguish between the different type of vehicles that are shown in the drawings. Nothing has been suggested on how the turning head will be managed to prevent vehicles from parking inside of it and blocking access for vehicles visiting the site to fully manoeuvre and leave in a forward gear. The submission of Service and Delivery Plan is required by condition which would also detail how moving in and out would be managed.

Construction Activities

6.11.51 The applicant's Outline Construction Logistics Plan (CLP) sets out vehicular routeing and access parameters and identifies strategies to reduce potential impacts. It includes a commitment to consult with LBH, TfL and other contractors/developers in the area to minimise disruption as much as possible.

6.11.52 It is recommended that a condition secures the approval of a detailed CLP. Transport officers have requested a fee for monitoring the construction logistics, however, this was not sought on the previous permission and it would be unreasonable to request it under this scheme in that context.

Transportation - Summary

6.11.53 With the transport-related recommended conditions and s106 planning obligations, the proposed development by itself would have no discernible impact on highways or public transport. The cumulative impact of the proposed development would not be material. Similar conditions and s106 obligations to the extant scheme have been recommended given the similarity of the proposals as they relate to transport and highways.

6.12 **Energy, Climate Change and Sustainability**

6.12.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen). It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.

6.12.2 London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).

6.12.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.12.4 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.12.5 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.

6.12.6 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.12.7 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

6.12.8 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

Energy

6.12.9 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2013 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to be followed to achieve a 'Zero Carbon' Standard targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.

6.12.10 'Be Lean.' The applicant has proposed a saving of 5% in carbon emission under both scenarios. This goes against the Energy Hierarchy and requirement to take a fabric first approach in line with London Plan Policy SI2 and Local Plan Policy SP4. However, it is understood that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L 2021. Therefore, the development is required to maximise improvement in building fabric parameters as much as possible.

6.12.11 'Be Clean.' The applicant is intending to connect to the Energetik Heat Network, using heat generated at an Energy Centre located to the northeast of the site on the Edmonton Eco-Park close the North London Waste Authority Energy Recovery Facility (ERF). The ERF will provide low carbon heat when it comes on stream in 2026. Energetik plan to provide a heat network to Fore Street (closer to the site to the north).

6.12.12 The Council has committed plans to deliver a North Tottenham District Energy Network (DEN) to connect to the Energetik Heat Network. The submitted site plan shows the incoming DEN pipe work below ground to energy centre.

6.12.13 'Be Green.' Photovoltaic (PV) arrays comprising 138 panels is proposed, covering approx. 242sqm of roof space. The proposed PV panels are anticipated to save 20.6 tonnes of carbon dioxide per year (a 16% saving above the Building Regulations 2013) (based on SAP2012 carbon factors).

6.12.14 Under the DEN scenario, a total of 1.6 tCO2 (5%) reduction of emissions are proposed under Be Green measures with the installation of solar PV panels. Under ASHP scenario, a communal air-to-water ASHP systems (min. SCOP of 2.5) and SEER of 4.21 will provide hot water, heating, and cooling to the development. A total of 5.7 tCO2 (12%) reduction of emissions are proposed under Be Green measures.

6.12.15 The revised report proposed an estimate of 169 panels of 385W capacity mounted on a roof area of 486.5 m2 covering 291.9m2 with total peak output of 65kWp. All new development must achieve a minimum 20% reduction from on-site renewable energy generation to comply with Policy SP4. It is required that the roof space is maximised to install solar PV.

6.12.16 'Be Seen.' London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment, and renewable energy technologies.

6.12.17 The applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.

6.12.18 Energy metering will be provided to meet the requirements of the Building Regulations 2021, CIBSE TM39, Metering Instruments Directive (MID) Class 2 Accuracy and the "Be Seen" strategy for the GLA. Smart energy meters/ energy display devices will be installed which have the ability to be read remotely. This will be secured by condition.

6.12.19 Carbon Offsetting. Despite the adoption of the 'Lean', 'Clean' and 'Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, A carbon shortfall of 27.5 tCO2/year remains. The remaining carbon emissions will need to be offset at £95/tCO2 over 30 years. It is recommended that s106 planning obligations secure this sum or any different agreed sum that may be appropriate in the light of additional carbon savings that arise from more detailed design agreed with the LPA, by way of s106 planning obligations.

6.12.20 Energy conclusion. The overall anticipated on-site carbon emission reductions and associated offsetting payments would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4.

6.12.21 The proposed 'Lean' savings fall below London Plan Policy SI2 requirements. However, it is understood that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L 2021. Therefore, the development is required to maximise improvement in building fabric parameters as much as possible. This will be secured by way of condition.

6.12.22 Officers are satisfied that the amount of proposed roof top PV arrays have been optimised, given other demands for roof-top space.

Overheating

6.12.23 The revised overheating assessments fails to

- demonstrate meaningful compliance with London Plan's cooling hierarchy.
- provide concrete and tangible evidence on why active cooling was proposed.
- model extreme design weather files: 2020s DSY2 and DSY3.

6.12.24 The report fails to demonstrate the modelling results for different passive mitigation scenarios in line with the cooling hierarchy. Active cooling is proposed which adds to the urban heat island effect. This is not supported without sufficient justification.

6.12.25 However, it is acknowledged that the building performs well overall and is constrained by the noise environment and the ability to apply passive measures such as solar shading due to design constraints. Moreover, these measures are unlikely to make an impact that would do away with the need for active cooling. As such, it is considered that a condition requiring more justification through use of the cooling hierarchy would adequately resolve the matter given the likely outcomes.

Environmental sustainability

6.12.26 Water consumption. In order to ensure compliance with London Plan Policy SI5, it is recommended to use a planning condition to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) to achieve mains water consumption of 105 litres or less per head per day and achieve BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.12.27 Considerate Constructors Scheme. The applicant's Site Construction Management Plan states that the principal contractor would be required to manage

sites and achieve formal certification under the Considerate Constructors Scheme. If planning permission were granted, this could be secured by a s106 planning obligation

6.12.28 Other environmental sustainability issues. Movement and transport, landscape and ecology, air quality, noise, daylight and sunlight, flood risk and drainage are addressed in detail in other sections of this report.

6.13 **Flood Risk, Drainage and Water Infrastructure**

6.13.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

6.13.2 London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

6.13.3 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

6.13.4 London Plan Policy SI5 requires proposals to ensure adequate wastewater infrastructure capacity is available.

Flood Risk

6.13.5 The site is entirely in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The nearest watercourse is the Moselle River, which is culverted below White Hart Lane approx. 70m to the south of the site.

6.13.6 The submitted Flood Risk Assessment (FRA) considers flooding from pluvial, groundwater and from sewers also to be low. The central part of the site has a Low to Medium risk of surface water flooding. Surface water is proposed to be collected in a dedicated surface water drainage system and conveyed, via gravity to the existing sewer network under the Brunswick Square discharging at a rate of 2.0 l/s which is in line with the calculated greenfield runoff rate of 2.03 This represents a significant reduction in the current peak rate of 47.5l/s and the risk of surface water flooding is reduced to Low. Since the proposed surface water drainage strategy represents an improvement in surface water flood risk, officers agree that this meets the requirements for development within Critical Drainage Areas within Policy DM26.

6.13.7 Foul water from the proposed development is proposed to be discharged to the existing Thame Water foul sewers at a peak rate of approx. 13.32/s, which would represent a significant increase from the estimated foul water discharge from the

existing site (0.36l/s). Since all surface water is proposed to be discharged to a dedicated surface water sewer and there are no known issues associated with lack of capacity of the existing foul water sewer network, the risk of flooding from the foul sewers is considered to be Low.

Drainage

6.13.8 The proposed surface water drainage strategy takes account of likely increased rain fall as a result of climate change, factoring in a 40% increase in peak rainfall intensity. A variety of SuDS features are proposed to be incorporated, in accordance with the London Plan drainage hierarchy.

6.13.9 The surface water drainage strategy has been developed in accordance with the drainage hierarchy set out in the London Plan. The surface water strategy has been developed to attenuate surface water in a combination of below ground drainage systems in the form of permeable surfacing with below ground Geocellular storage within the two courtyards at ground floor level, as well as bioretention areas on the pavement onto Brunswick Square.

6.13.10 Blue roofs are proposed at roof level to reduce the rate of runoff and pre-treat runoff prior to entry to the below ground drainage system. The implementation of SuDS features will help to attenuate and reduce the surface water discharge rate from the proposed development. The SuDS would reduce rates as much as possible and manage run-off as close to the site as possible in accordance with London Plan SI3 (which aims to achieve greenfield rates).

6.13.11 Thames Water has raised no objection to the proposed scheme, subject to requested conditions and informatives. The Lead Local Flood Authority (LLFA) likewise has not objected, subject to maintenance of SuDS features. It is recommended that a SuDS management and maintenance plan be secured by condition.

6.14 **Air Quality**

6.14.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

6.14.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).

6.14.3 The application is supported by a Preliminary Air Quality Assessment. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising dust and air quality impacts.

6.14.4 The applicant's assessment considers the exposure of future residents to poor air quality and finds that the site would meet relevant air quality objective levels without the need for further mitigation (over and above the proposed limited on-site car parking, electric vehicle charging points and easy access to cycle storage facilities), meaning the site as a whole is considered acceptable for the proposed use.

6.14.5 Given the features referred to above, the impact of the proposed scheme on Air Quality is predicted to be 'not significant'. It is recommended that conditions manage and minimise impacts during demolition and construction, in line with the applicant's Site Construction Management Plan and the measures highlighted by LBH Pollution.

6.15 **Trees**

6.15.1 The NPPF (Para. 131) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.15.2 There are no existing trees on the site or on nearby land. The proposed scheme includes the provision of. 24 trees (5 at ground level and a further 19 across the proposed podium courtyards and roof terrace) and would see a significant net increase in trees on the site, including along the proposed streets.

6.16 **Urban Greening and Ecology**

Urban Greening

6.16.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.16.2 In addition to new trees referred to above, the proposed scheme includes flower rich perennial planting, rain gardens and biodiverse intensive and extensive green roofs green walls and groundcover planting as follows*:*

- Intensive green roof or vegetation over structure – 668sqm

- Trees planted – 849sqm
- Flower-rich perennial planting - 103sqm
- Green wall – modular system or climbers rooted in soil - 162sqm
- Groundcover planting – 103sqm

6.16.3 The applicant's Design and Access Statement includes a calculation of the UGF for the proposed scheme. This demonstrates that the scheme would have a UGF of 0.41, thus exceeding the relevant London Plan target score.

Ecology

6.16.4 London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain.

6.16.5 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites should protect and enhance their ecological value and Policy DM20 supports the implementation of the All-London Green Grid.

6.16.6 The applicant's Ecological Appraisal Impact Assessment sets out the findings of an extended Phase 1 habitat survey, which concluded that the site is dominated by hardstanding and buildings, offering limited ecological value. No bats or evidence of bats was identified during the ground level assessment of the site and building, and emergence surveys found no evidence of roosting bats within the buildings and no incidental bat activity on the site.

6.16.7 The Report submitted with the extant scheme recommended the integration of bird and bat nest boxes into buildings and within proposed trees in communal amenity spaces and concluded that these, together with the proposed tree planting and green roofs outlined above, would have a beneficial effect on local biodiversity (and result in a Biodiversity Net Gain). It is recommended that planning conditions require provision of bird and bat boxes in trees and buildings to encourage biodiversity.

Habitats Regulation

6.16.8 Given the proximity of the application site to two designated European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations").

6.16.9 The application site is approx. 1.6km west of the Lea Valley Special Protection Area (SPA) at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally important

numbers of species. This area is also a Ramsar site. The Lee Valley SPA/Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).

6.16.10 The application site lies approx. 4.8 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. However, it is within the Zone of Influence (ZOI) of 6.2km as defined by Natural England in their Interim Guidance. The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.

6.16.11 The Lea Valley SPA site is carefully managed to avoid impacts, with only limited access allowed to the wetland itself, with access closed seasonally to avoid impacts to wintering bird populations. As such, adverse effects as a result of increased recreational pressure are not considered likely. Likewise, the proposed scheme, with its limited car parking provision and promotion of use of electric vehicles by providing Electric Vehicle Charging Points is not expected to result in an adverse air quality effect.

6.16.12 The applicant's assessment also notes that the Habitat Regulations Assessments (HRA) for alterations to the Strategic Polices and The Tottenham Area Action Plan both conclude that there will be no likely significant effect on Epping Forest SAC through increased recreational pressure as nowhere within the Borough lies within the core recreational catchment for the site. The applicant's assessment concludes that potential risks to the SAC are further reduced by the proposed integration of greenspace within the proposed scheme, providing a link between residents and nature and that no direct or indirect significant adverse effects on Epping Forest SAC are expected because of the proposed scheme.

6.16.13 Natural England has reviewed the application and has raised no objection. Given the applicant's assessment and Natural England's response, officers consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations"). An integrity test is therefore not required, and the proposal is in accordance with Policies SP13 and DM19. The site is greater than 500m from the Lee Valley SPA, so Policy AAP6 does not apply.

6.17 **Waste and Recycling**

6.17.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible storage space and collection systems that support the separate collection of dry recyclables and food. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.17.2 The applicant's Waste Management Plan has been developed in accordance with guidance provided by Waste officers and BS 5906:2005 Waste management in buildings – a code of practice. The key principles include:

- Commercial and PBSA waste would be stored separately;
- The waste collector would not be required to pull full containers more than 10m to the collection vehicle;
- A minimum clear space of 150mm would be allowed between containers;
- Waste rooms would be designed and fitted out so they could be washed down and fire resistant;
- Waste collection vehicles would not be required to reverse more than 12m;
- Access roads for waste vehicles would have a minimum clear width of 5.0m and a maximum gradient of 1:12; and
- Storage and loading areas would be level, smooth, hard surfaced and provide drop kerbs and have a maximum gradient of 1:14 if the ground slopes down towards the collection vehicle.

6.17.3 PBSA waste, recycling and food waste would be collected weekly and storage space has been provided in accordance with the generation rates provided by waste officers. Space has also been provided for bulky/non-standard waste items. The proposed waste stores have been distributed between opposite ends of the building to the north and south to minimise the travel distance between the student bedspaces and their allocated waste store.

6.17.4 Stores for the north and eastern sections of the building would be within 10m of the proposed collection point on Brunswick Square. In the interim condition, waste from residential Core C (southwestern part of the site) would be moved to the Brunswick Square collection point by on site management staff.

6.17.5 In the longer term, as and when the Peacock Industrial Estate is developed in line with the HRWMF, collections from the southwestern part of the site would be able to be made directly from a new north-south street.

6.17.6 Occupants of the PBSA units above the ground floor level of the High Road frontage buildings would take out their waste to the High Road kerb side on bin collection day. It is recommended that a Student Accommodation Waste Management Plan that captures the proposed arrangements and responsibilities is secured by planning condition.

6.17.7 The proposed commercial and ancillary PBSA waste rooms have been sized for four days' worth of waste storage, although collections are anticipated to be daily. As with the PBSA waste storage, the proposed commercial/ancillary PBSA waste stores have been distributed between opposite ends of the building to the

northeast and southwest to minimise the travel distance between the spaces and their allocated waste store.

6.17.8 Waste would be taken to the stores by the tenants and then the on-site team would take the waste from the commercial waste stores to the collection point on Brunswick Square each day immediately prior to collection. Commercial tenants would collect residual, mixed dry recyclable, glass and food waste separately. Commercial waste would be collected each day from a collection point next to Brunswick Square.

6.17.9 LBH Waste officers previously advised of their resistance to waste having to be presented on the High Road during consultation on the extant scheme. However, they accept this arrangement given that it is an existing arrangement and given the fact that the proposal would reduce the number of homes using this arrangement.

6.17.10 Waste Officers previously have also acknowledged that heritage and activation factors prevent internal storage and that other options are unworkable due to distance. In this context, waste officers accept the presentation of waste on street during allotted time bands by the units above ground floor on the High Road.

6.17.11 Following discussions between the applicant and Waste Officers the applicant amended the plans in the extant scheme to show the proposed incorporation of a dedicated discreet and small bin store along Brunswick Square for the exclusive use of the residential flats above the High Road properties to further mitigate the issues with refuse being presented on the street.

6.17.12 Such an approach would not be possible under the current scheme as there would not be a suitable location for the bin store. The cinema in the previous scheme meant there was a longer northern flank and more opportunity for storage solutions near the High Road. The current scheme has the opening to the first courtyard and then waste storage for the corner commercial unit. Beyond this point any possible locations would be too far from the High Road frontage to be suitable.

6.17.13 Whilst the presentation of waste on the High Road is unfortunate given the circumstances whereby it is an existing arrangement and there are limited viable alternatives it is considered an acceptable arrangement for the small number of PBSA units located above first floor level in the High Road frontage buildings.

6.18 **Land Contamination**

6.18.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.18.2 The applicant's Land Contamination Assessment (Phase 1) reports on an initial Conceptual Site Model and a Preliminary Risk Assessment – taking account of ground conditions and the current and previous uses of the site.

6.18.3 It concludes by identifying Low to Moderate potential risks to a range of receptors, including construction workers and residents and recommends that a ground investigation is carried out to appraise the extent of Made Ground, the gas regime, and the shallow groundwater regime. It also recommends that an Unexploded Ordnance survey is undertaken.

6.18.4 LBH Pollution officers raise no objection, subject to standard conditions on Land Contamination and Unexpected Contamination.

6.19 **Archaeology**

6.19.1 The NPPF (para. 194) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

6.19.2 London Plan Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policies AAP5 of the Tottenham Area Action Plan and DM9 of the DM DPD.

6.19.3 The site forms part of an Archaeological Priority Area, due to evidence of a Medieval settlement with possible Anglo-Saxon roots and the presence of a former Roman road (Roman Ermine Street). The application is supported by an Archaeological Desk Based Assessment that reports on an assessment of the likely below ground archaeological potential of the site.

6.19.4 This finds that the site can be considered likely to have a theoretical archaeological potential for the Roman period, associated with the road alignment running along the eastern boundary, together with a low to moderate archaeological potential for the Medieval period.

6.19.5 The available information indicates that areas of the site were developed from the eighteenth century onwards. The Assessment concludes by noting that if hitherto unknown archaeological remains were to be present within the site, they are considered most likely to be of local significance.

6.19.6 The Greater London Archaeological Advisory Service (GLAAS) has assessed the proposal and recommended a two-stage process of archaeological investigation comprising evaluation to clarify the nature and extent of any surviving remains, followed, if necessary, by a full investigation. A further written scheme of historic

building investigation is also recommended. It is recommended that planning conditions secure this approach.

6.20 **Fire Safety and Security**

6.20.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B)).

6.20.2 The application is supported by a Fire Statement that meets the requirements of a Fire Statement required by London Plan Policy D12 (A). The application has been the subject to a Gateway 1 consultation with the Health and Safety Executive.

6.20.3 The Health and Safety Executive (HSE) are the statutory consultee for relevant planning applications (of 2 or more dwellings within buildings 18m/7 storeys or more in height) through planning gateway one which requires developers to submit a fire statement setting out fire safety considerations specific to the development.

6.20.4 The HSE have commented advising that they are content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. The Council's Building Control team have also commented and state that the fire strategy is satisfactory, being very advanced and clearly meeting all the requirements from a planning point of view.

6.20.5 A condition is recommended which requires the developer to show that the proposed public hydrants are operational, or if not, demonstrate what the alternative solution is and prove its acceptability.

6.20.6 It is recommended that, in accordance with the Mayor of London's draft guidance, it should include a planning condition requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).

6.20.7 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body, including as part of Gateway 2. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of the work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.21 **Equalities**

6.21.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality

Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.21.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Tottenham area including commercial space and 287 student bedspaces (including 35% affordable student accommodation). This would contribute to the overall housing provision and would add to Haringey's stock of homes at a ratio of 2.5:1 which equates to 114 homes (net gain of 101 homes).

6.21.3 An employment skills and training plan, which is recommended to be secured by a S106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that experience difficulties in accessing employment.

6.21.4 The proposed scheme would add to the stock of wheelchair accessible student accommodation in the locality and planning conditions would help ensure that inclusive design principles are followed in the proposed layout and landscaping, in accordance with London Plan and local planning policy requirements.

6.22 **Conclusion**

6.22.1 The proposed scheme would result in a residential-led mixed-use development of approx. 3.33% of the High Road West NT5 Site Allocation. The incremental development of the Site Allocation is acceptable in principle and the proposed scheme would satisfactorily:
(i) safeguard the continued operation of industrial uses on the Peacock Industrial Estate in the existing context and
(ii) not prejudice the ability of the adjoining land to be developed in general accordance with Policy NT5 requirements and guidelines and the adopted High Road West Masterplan Framework in the longer term.

The proposed application scheme

6.22.2 The current proposal has a similar built form to the extant permission and consent (HGY/2023/2306 & 2307) albeit with some modifications to accommodate the change to PBSA and the removal of the cinema. The basement has been removed and some massing has been added to the western end of the proposal with the set-back upper floor levels enlarged. There are minimal changes to the High Road heritage frontage with the main change being the inclusion of the open courtyard behind the High Road buildings.

6.22.3 The loss of existing uses would be acceptable given that the existing banqueting suite it is not protected by policy, there is adequate retail provision in the nearby Local Centre, and the proposals would retain active commercial uses on the ground floor of the High Road. The proposed accommodation would make a notable contribution to meeting Haringey's London Plan housing target and the flexible non-residential units would help mitigate loss of existing employment and enliven street frontages.

6.22.4 Officers welcome the proposed site layout, which locates the taller elements away from the heritage assets and the historic High Road. The scheme would also improve the surfacing and legibility of Brunswick Square and Percival Court. The scheme would also connect with and generally relate well with the existing situation whilst enabling incorporation into future proposals for NT5 as they come forward.

6.22.5 The affordable housing offer is based on a Fast Track approach (not requiring a Financial Viability Appraisal) of 35% affordable student accommodation, which is considered acceptable given the characteristics of the site and the proposed affordable accommodation would be satisfactorily integrated with market student accommodation across the site. Officers consider that the offer would be acceptable, subject to s106 planning obligations securing viability reviews and ensuring affordability.

6.22.6 The scheme would be liable to a higher CIL rate than the extant permission to support infrastructure such as open space and social infrastructure and could also help fund planned additional provision of healthcare and wellbeing facilities to meet the demands from the new residents.

6.22.7 The proposed density of the scheme is considered acceptable given its location and access to amenities, and high public transport accessibility level. 10% of the accommodation would be 'wheelchair accessible'. The proposed accommodation would generally be high-quality and future residents would enjoy an acceptable level of amenity (in terms of aspect, size of homes, open space, outlook/privacy, daylight and sunlight, noise, and air quality). The proposed fire strategy set out in the submitted Fire Statement is also considered acceptable.

6.22.8 Officers do not consider that the proposed scheme, which is a maximum of 7-storeys, constitutes a 'tall building' for the purposes of the HRWMF assessment and Haringey Local Plan Policy. The form of the building steps up in height away from the heritage assets to the High Road and the taller elements are useful for wayfinding and are likely to fit in well with the rest of the masterplan.

6.22.9 Officers are satisfied that the architectural quality of the proposed buildings is of a sufficiently high-quality to justify their proposed height and form and their likely effects on surrounding townscape. As such, it is considered that the proposed buildings would meet the policy tests established by the NPPF, London Plan

Policy D9, Strategic Policy SP11, TAAP Policy AAP6 and DPD Policies DM1 and DM6).

6.22.10 As set out in under Heritage Conservation, whilst officers consider that the proposed scheme would result in 'less than substantial harm' to the wider setting and significance of several heritage assets, they consider that the proposed scheme would result in the following significant public benefits that would outweigh this harm:

- Securing the long-term future of the Grade II listed 819-821 High Road and the locally listed buildings at 823-827 High Road;
- Integrating the statutorily and locally listed buildings at 819-827 High Road within the development, better revealing their significance in the process and enhancing their overall appearance and setting within the Conservation Area;
- Responding to Haringey's acute housing needs including the delivery of student accommodation, which would contribute 114 homes (net gain of 101 homes) to Haringey's London Plan housing target;
- Creating a new, high-quality entranceway to Brunswick Square that opens views into a well-designed and active streetscape. Coupled with the creation of a high-quality, accessible, and secure public realm along Brunswick Square, this represents a significant improvement to the existing alleyway which is unattractive and unsafe;
- Achieving a better townscape legibility and integration of the site within the wider site allocation;
- Making a meaningful contribution to the wider regeneration objectives for North Tottenham and Site Allocation NT5;
- Attracting new investment and visitors to North Tottenham, with the proposed commercial uses bringing new attractions and spending to the local area. Together with annual household spending from the new accommodation each year in the local area;
- The creation of new employment opportunities during the construction and operational phases, with opportunities for local recruitment and skills development;
- Acting as a catalyst for investment and further regeneration of Site Allocation NT5 and the wider area, redressing inequality and halting further decline in Tottenham without prejudicing other development in the vicinity; and
- Complementing the ongoing regeneration of Tottenham that has taken place to the east, notably within the NDP and Northumberland Terrace.

6.22.11 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.22.12 The proposed scheme would improve connectivity and permeability between the masterplan area and High Road and White Hart Lane, without

creating a rat-run for motor traffic. The scheme would have blue badge limited car parking and sufficient cycle parking, in line with policy requirements, and additional road traffic would be relatively small.

6.22.13 Assessment by the applicant demonstrates that (when taking account of the proposed scheme, committed development and the Lendlease proposals, there is unlikely to be significant impacts on London Overground line capacity or bus capacity and no discernible impact on the Victoria Line. Planning conditions and s106 planning obligations could help manage on and off-site car parking and ensure that Car Club provision, travel planning, delivery and servicing and construction activities are satisfactory.

6.22.14 The proposed buildings, open space, landscaping, and sustainable drainage features have generally been designed to take account of climate change and to reduce carbon emissions (although expected carbon savings from built fabric performance is below what policy expects).

6.22.15 Planning conditions could secure commitments in relation to water usage, BREEAM 'Very Good' for the commercial units and measures to further the Circular Economy agenda. Subject to s106 planning obligations, the scheme would be connected to the proposed Heat Network and include some roof level PVs to help deliver 68% carbon emissions savings (SAP2012 carbon factors) (with offsetting financial contributions making up the shortfall). This is also likely to improve as the detailed design comes forward.

6.22.16 Recommended planning conditions require provision of bird and bat boxes in trees and buildings to encourage biodiversity and deliver a Biodiversity Net Gain. Officers do not consider that the scheme would give rise to significant effects (recreational pressure or air quality) on the Lee Valley or Epping Forest important European nature conservation sites.

6.22.17 Flood risk is low and likely environmental impacts, including noise, air quality, waste and recycling and land contamination, and archaeology could be made acceptable by use of planning conditions.

6.22.18 The proposed scheme would provide an accessible and safe environment and additional affordable student accommodation. Subject to securing the delivery of various features and provisions identified in this report as well as local employment and training obligations, officers consider that the proposed scheme would have a positive equalities impact.

Overall

6.22.19 Subject to the recommended planning conditions and s106 planning obligations to secure necessary mitigation and policy objectives, officers consider

that the proposed scheme is acceptable on its own merits, when considered against the development plan and all other material considerations.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL would be approximately £446,105.05 and the Haringey CIL charge would be £652,135.75.

7.1.1 If planning permission were granted, the CIL would be collected by Haringey after/should the scheme is/be commenced and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation. An informative should be attached to any planning permission advising the applicant of this charge.

7.1.2 The proposed development would be liable to pay the Haringey CIL rate that is in effect at the time that any permission is granted.

8 RECOMMENDATIONS

8.1 GRANT planning permission and listed building consent subject to conditions and the signing of an associated s106 agreement for the reasons set out in Section 2 above.

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Appendix 01 – Planning Conditions & Informatives

1. Time Limit

(a) The development shall be begun within **five** years of the date of the permission.

REASON: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Approved Plans and Documents

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents except where conditions attached to this planning permission indicate otherwise:

- SEE APPENDIX 5.

REASON: In order to ensure that the development is carried out in accordance with the approved details and to protect the historic environment.

3. Contract

Prior to any demolition works of No. 829 High Road, evidence of a contract or contracts for the development of the proposed Building and Brunswick Square landscaping works shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the character and appearance of the North Tottenham Conservation Area.

4. Photographic survey

Prior to any demolition works of No. 829 High Road, a photographic survey of the interior and exterior of the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To record the history of the North Tottenham Conservation Area.

5. Accessible Student Accommodation

i. 10 per cent of the student bedrooms hereby permitted shall be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice.

ii. 35% of the wheelchair-accessible bedrooms shall be affordable student accommodation as defined by London Plan policy H15.

REASON: For the purposes of ensuring provision of accessible student accommodation in accordance with London Plan policy D5 and the relevant part of Policy E10 Part H and so as to provide a proportionate quantity of affordable accessible student accommodation.

6. Commercial Units - Ventilation/Extraction

(a) No ground floor commercial unit shall be occupied as a café/restaurant (Use Class E(b)) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved ventilation and fume extraction measures shall be completed and made operational prior to the first occupation of the unit as a café/restaurant (Use Class E(b)) and shall be permanently maintained thereafter.

REASON: In order to prevent adverse impact on air quality.

7. Commercial Units - Café/restaurant Opening Hours

(a) Any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

8. BREEAM Certificate

(a) Prior to commencement of above ground works, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

REASON: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.

9. Commercial Units – Noise Attenuation

(a) No development at ground floor slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the commercial spaces and student accommodation have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between accommodation and commercial units, provide an internal noise insulation level for the accommodation of no less than 60 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the student accommodation directly above the commercial space and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

10. Noise Attenuation – Student Accommodation

(a) The student accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	**Student rooms**	**35dB(A)** ($L_{Aeq,16hour}$)
	living/kitchen/dining areas (LKD)	**40dB(A)** ($L_{Aeq,16hour}$)
Night Time Noise 11pm -7am	**Student rooms**	**30dB(A)** ($L_{Aeq,8hour}$)

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in student rooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the accommodation shall be installed and made operational prior to the occupation of any of the accommodation as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

11. Detailed Fire Statement

(a) The Development must be carried out in accordance with the provisions of the Fire Statement (The Printworks RIBA 3 Fire Strategy 11 August 2023 V03 15170BC) prepared by BB7 dated 11 August 2023, unless an alternative is agreed in writing by the local planning authority.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

12. Landscape Details

(a) The following external landscaping details of external areas and amenity areas shall be submitted to and approved in writing by the Local Planning Authority before the development commences above ground floor slab level:

i) Hard surfacing materials;
ii) Boundary treatments;
iii) Any relevant SuDs features (as identified in the Drainage Strategy (HRW-BHE-PW-XX-RP-C1-0300, Revision P03), dated 16 August 2023);
iv) A SuDS management and maintenance plan for the proposed SuDS features, detailing future management and maintenance responsibilities for the lifetime of the development;
v) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
vii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
viii) A planting management and maintenance / aftercare plan for the proposed planting, detailing future management and maintenance responsibilities for the lifetime of the development;
ix) Any food growing areas and soil specification:
x) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
xi) Implementation programme.

(b) The external landscaping and SUDS features shall be delivered in accordance with the approved details, management and maintenance plan and implementation programme and maintained as such thereafter.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of amenity, food growing opportunities, biodiversity enhancement and boundary treatments.

13. Trees & Planting – 5-year Replacement

Any trees or plants which within 5 years from them being planted die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other similar size and species.

REASON: To ensure that the approved soft landscaping thrives and makes a positive contribution to residential amenity, publicly accessible open space and the setting of Listed Buildings.

14. Biodiversity

(a) Prior to occupation of the development, details of ecological enhancement measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures (which could include, for example, bat boxes, bird boxes and bee bricks), a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

(c) The development shall accord with the details as approved and all details shall be retained for the lifetime of the development.

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

15. External Materials and Details

(a) No development shall commence above ground floor slab level (excluding demolition) until all proposed external materials and elevational details have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials, and they shall be maintained thereafter.

REASON: To ensure that the development hereby approved is satisfactory.

16. External Materials and Details – Nos. 823-827 High Road

(a) No works of demolition or alteration to Nos. 823-827 High Road shall commence until details of all proposed external materials for that building have been submitted to and approved by the Local Planning Authority. These details shall include:

i). External facing materials and glazing, including sample boards of all cladding materials and finishes;

ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials, and they shall be maintained thereafter.

REASON: To ensure that the development hereby approved is satisfactory.

17. No new Plumbing on outside of Nos. 823-827 High Road

No new plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of Nos. 823-827 High Road unless shown on the drawings hereby approved or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

18. No new Grilles on outside of Nos. 823-827 High Road

No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of Nos. 823-827 High Road A unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

19. Living roofs

(a) Prior to the commencement of the development above ground floor slab level (excluding demolition) details of the living roofs shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include:

i) A roof plan identifying where the living roofs will be located;
ii) A ground floor plan identifying where the living walls will be rooted in the ground, if any;
iii) Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
iv) Roof plans annotating details of the diversity of substrate depths and substrate types across the roof to provide contours of substrate, including annotation of substrate mounds and sandy piles in areas with the greatest

structural support to provide a variation in habitat, with a minimum of one feature per 10m2 of living roof;

v) Roof plans annotating details of the location of semi-buried log piles / flat stones for invertebrates, with a minimum footprint of 1m2 and at least one feature per 10m2 of living roof;
vi) Details on the range of native species of (wild)flowers, herbs in the form of seeds and plug plants planted on the living roofs, or climbing plants planted against walls, to benefit native wildlife;
vii) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
viii) Management and maintenance plan, including frequency of watering arrangements.
ix) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the accommodation in the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of soil/substrate planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) and/or walls shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

20. Ground Floor Western Boundary Details

(a) No development shall commence above ground floor slab level (excluding demolition) until details of the approved boundary wall between the site and the Peacock Industrial Estate to the west have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved boundary fence and/or building elevation shall be provided before any unit of accommodation is first occupied in the western block and shall be maintained thereafter.

REASON: To ensure a satisfactory boundary treatment between the development and the Peacock Industrial Estate and ensure a satisfactory internal noise environment for the approved accommodation fronting the Estate.

21. Energy Strategy

The development hereby approved shall be constructed in accordance with the Sustainability & Energy Statement Revision P04 prepared by Buro Happold (dated 30 Nov 2023) delivering a minimum 15% improvement on carbon emissions over

2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, DEN connection, and a minimum 65 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 5% reduction with SAP10.2 carbon factors; it is advised to improve this aiming for the minimum 15% reduction.
- Details to reduce thermal bridging;
- Explore further ways to minimise the Energy Use Intensity including but not limited to incorporating waste-water heat recovery;
- Location, specification and efficiency of the proposed alternative low carbon heating system (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the pipework and noise and visual mitigation measures;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;
- Specification, location of any additional equipment installed to reduce carbon emissions for example MVHR;

(b) The solar PV arrays must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

REASON: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

22. Overheating (Student Accommodation)

(a) Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby

approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.

This report shall include:

- Remodelling of units, communal areas, and corridors based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved by meaningfully following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location, specification and modelling results of the measures;
- Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters).
- Provide the elevations and sections plans to show where these measures are proposed.
- Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings.
- A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

If the design of development is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

23. Overheating (Non-residential)

At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

- The proposed occupancy profiles and heat gains in line with CIBSE TM52

- The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.

The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

24. Building User Guide

Prior to occupation, a Building User Guide for the occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand and will be issued to any residential occupants before they move in and should be kept online for residents to refer to easily.

REASON: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

25. Metering strategy

Prior to the completion of the superstructure a quality assured metering plan, shall be submitted to and approved by the Local Planning Authority, this shall include:

(a) relevant smart metering schematics for the individual Dwellings, commercial units, landlord areas, plant/energy centre area(s);
(b) information on third-party quality assurance mechanisms for the metering installation that follow industry best practice at the time of submission;
(c) correct calibration and operation that will measure and report the required data for each reportable unit in line with the Be Seen guidance, including metering information for the building energy consumption, energy centre performance, utility meters, renewable energy generation, battery storage and electric vehicle technologies, and exported energy.

REASON: To ensure that the development is metered correctly in accordance with Be Seen guidance.

26. DEN Connection

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
- Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a future pipework route from the temporary boiler location to the plant room.

REASON: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.

27. PV Arrays

(a) The installed PV Arrays shall be maintained in good working order and cleaned at least annually.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

28. Urban Greening Factor

Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.41 has been met through greening measures.

REASON: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

29. Secured by Design

(a) Prior to commencement of above ground works (excluding demolition), details shall be submitted to the Local Planning Authority and approved in writing which demonstrate that the building can achieve ‘Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of occupation of the development.

(b) Prior to the first occupation of the building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all approved/agreed 'Secured by Design' features shall be retained unless otherwise agreed in writing.

REASON: In the interest of creating safer, sustainable communities.

30. Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)

No development shall commence until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: to protect the historic environment

31. Stage II Written Scheme of Investigation of Archaeology

If heritage assets of archaeological interest are identified by a Stage 1 Written Scheme of Investigation (WSI) of Archaeology, then for those parts of the site which have archaeological interest, a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
ii) Where appropriate, details of a programme for delivering related positive public benefits; and
iii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the Stage 2 WSI.

REASON: to protect the historic environment

32. Foundation Design – Archaeology (PRE-COMMENCEMENT)

(a) In the event that the Stage I and/or Stage II Written Scheme of Investigation of Archaeology identifies any archaeological remains that require protection, no development shall take place until details of the foundation design and construction method to protect any archaeological remains have been submitted to and approved in writing by the Local Planning Authority.

(b) The development shall be carried out in accordance with the approved details.

REASON: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

33. Written scheme of historic building investigation (PRE-COMMENCEMENT)

No demolition shall take place until a written scheme of historic building investigation (WSHBI) has been submitted to and approved in writing by the local planning authority. For buildings that are included within the WSHBI, no demolition or development shall take place other than in accordance with the agreed WSHBI, which shall include a statement of significance and research objectives, and the following:

a) The programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSHBI.

The development shall be carried out in accordance with the approved details.

REASON: Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF

34. Land Contamination

Before development commences other than for investigative work and above-ground demolition:

a. Using the information already submitted in Land Contamination Assessment (Phase 1) with reference HRW-BHE-PW-XX-RP-CG-0001, prepared by Buro Happold Ltd, dated 11th August 2023, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority

which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out; and
d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

35. Unexpected Contamination

(a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

(b) The remediation strategy shall be implemented as approved.

REASON: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 183 of the National Planning Policy Framework.

36. Combined Stage 1/2 Road Safety Audit – Brunswick Square (PRE-COMMENCEMENT))

(a) No development shall commence above ground level (excluding demolition) until a combined Stage 1 and Stage 2 Road Safety Audit for the proposed vehicular access junction and associated pedestrian footways for Brunswick Square and its junction with the High Road has been submitted to and approved in writing by the Local Planning Authority.

(b) The detailed design of the junction hereby approved shall be in accordance with the recommendations in an approved Audit and Designer's Response and maintained thereafter.

REASON: To ensure the safe movement of vehicles and pedestrians.

37. Car Parking Design & Management Plan

(a) Prior to first occupation of the student accommodation a Car Parking Design and Management Plan (CPMP) relating to the proposed accessible space shall be submitted to and approved in writing by the Local Planning Authority.

(b) The CPMP shall include details of the following:
ii. Location and design of the car parking space(s).
iii. Provision of Electric Vehicle Charging Point(s) (direct provision for the space(s)).

iv. Allocation, management and enforcement of the car parking space(s) (prioritising wheelchair users, then other people with disabilities, then others as part of a dynamic strategy to prioritise use and minimise redundancy of the space(s)).

(c) Car parking shall be allocated, managed and enforced in accordance with the approved CPMP.

(d) All car parking spaces shall be leased and not sold outright.

REASON: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

38. Cycle Parking Details

(a) Prior to first occupation, details of cycle parking (219 long stay and 18 short stay spaces, totalling 237 spaces) and provision for changing/locker space for the commercial units in the development shall be submitted to and approved in writing by the Local Planning Authority.

(b) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

REASON: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

39. Delivery and Servicing Plan

(a) The development shall not be occupied until a Delivery and Servicing Plan (DSP) for the development as a whole has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be in broad conformity with the approved Delivery and Servicing Plan (within the Transport Assessment prepared by Arup, 16 August 2023) and Transport for London’s Delivery and Servicing Plan Guidance (2020), other than details of the location and dimensions of the proposed loading bays shall be submitted to and approved in writing by the Local Planning Authority).

(b) The DSP, including loading bays approved under (a) above shall be implemented and updated following the results of the first delivery and servicing survey to be undertaken within 12 months of first occupation of the proposed development.

(c) Further surveys and updates of the full DSP shall be approved in writing by the Local Planning Authority at intervals to be agreed in writing by the Local Planning Authority.

(d) The DSP shall identify how moving in and out would be coordinated so as not to put undue pressure on the highway network and parking within the immediate area.

REASON: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

40. Student Waste Management Plan

(a) None of the student accommodation in the development shall be occupied until a Student Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority.

(b) The Student Waste Management Plan shall set out details of:
(i) who will be responsible for moving waste and recyclable Wheelie Bins or Euro Bins from Waste Rooms to a designated collection point on Brunswick Square and taking them back to the Waste Rooms on collection day; and
(ii) The timing of such movements, ensuring that bins are not stored on the footway overnight before they are collected and ensuring that bins are taken back into the store as soon as reasonably practicable after collection.

(c) The approved Student Waste Management Plan shall be implemented upon first occupation of any of the accommodation and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection.

41. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)

(a) No development shall commence until a Detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP shall conform with the approved Outline Construction Logistics Plan within the submitted Transport Assessment (prepared by Arup, dated 16 August 2023) and Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

i) Site access and car parking arrangements;
ii) Delivery booking systems;
iii) Construction phasing and agreed routes to/from the development replace lorry routeing;
iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
v) Travel plans for staff/ personnel involved in construction.
vi) Crane Lifting Management Plan (CLMP)
vii) Crane Erection and Dismantling

REASON: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

42. Public Highway Condition (PRE-COMMENCEMENT)

(a) No development shall commence until an existing condition survey of the western half of the High Road carriageway and footway (between 811 and 831 High Road) has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

REASON: To ensure the construction works do not result in the deterioration of the condition of the public highway along the site.

43. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)

(a) No development shall commence until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority.

(b) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

(c) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;
ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
iii. Details of plant and machinery to be used during demolition/construction works;
iv. Details of an Unexploded Ordnance Survey;
v. Details of the waste management strategy;
vi. Details of community engagement arrangements;
vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
ix. Details of external lighting;
x. Details of any other standard environmental management and control measures to be implemented.

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required, to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in accordance with an approved DEMP and CEMP.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

44. Management and Control of Dust

(a) No development shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
i) Monitoring locations
i) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
ii) a Dust Risk Assessment.

(b) Demolition and construction works shall only be carried out in accordance with an approved AQDMP.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

45. Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)

(a) Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

46. Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)

(a) All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.

REASON: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ

47. Impact Piling Method Statement (PRE-COMMENCEMENT)

(a) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) have been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

48. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:
i. informing local residents and businesses of the design and development proposals;
ii. informing local residents and businesses of progress of preconstruction and construction activities;
iii. considering methods of working such as hours and site traffic;
iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
v. providing advanced notice of exceptional works or deliveries; and
vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group '(BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

49. Telecommunications

(a) The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception

provided for a communal satellite dish or television antenna for the accommodation details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

REASON: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

50. Evidence of operational public hydrants/suitable alternatives (PRE-COMMENCEMENT)

Details demonstrating that the public hydrants proposed to service the development are operational and sufficient shall be submitted to the Local Planning Authority (LPA) for its written approval prior to commencement of the development hereby approved. If it cannot be demonstrated that the public hydrants are fit for purpose, then satisfactory alternative solutions must be proposed and approved in writing by the LPA. The approved provision shall be retained thereafter and kept functional for the lifetime of the development.

REASON: To ensure that the development incorporates the necessary fire safety measures and in order to accord with the Mayor's London Plan Policy D12.

51. Clean water capacity to serve the development (Thames Water)

The development shall not be occupied until details have been submitted to the Local Planning Authority and approved in writing that confirm that either:

- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or
- a development and infrastructure phasing plan has been agreed with Thames Water to allow the development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

REASON: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

52. Water Efficiency Condition

The student rooms shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

REASON: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. Community Infrastructure Levy. The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL would be approximately £611,515.56, and the Haringey CIL charge would be £840,100.60. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

   Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

3. Hours of Construction Work. The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -
   8.00am - 6.00pm Monday to Friday
   8.00am - 1.00pm Saturday
   and not at all on Sundays and Bank Holidays.

4. Party Wall Act. The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

5. Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

9. Deemed Discharge Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

    Evaluation
    An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

    Historic Building Recording
    Historic building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.
    To RCHME Level 3 with a public outreach element included.
    You can find more information on archaeology and planning in Greater London on the GLAAS website.

11. Disposal of Commercial Waste. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

12. Piling Method Statement Contact Details. Contact Thames Water
    https://developers.thameswater.co.uk/Developing-a-largesite/
    Email: developer.services@thameswater.co.uk

13. Minimum Water Pressure. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

14. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection

15. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.

16. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service (MPS) Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

17. Land Ownership. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

18. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

19. Listed Building Consent. This planning permission must be read in conjunction with the Listed Building Consent (HGY/2021/2284).

20. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).

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Appendix 02 – Listed Building Consent Application Conditions & Informatives

1. **Time Limit**

The works hereby permitted shall be begun before the expiration of **five** years from the date of this consent.

REASON: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

2. **Approved Plans & Documents**

- SEE APPENDIX 5.

The Listed Building Works shall be completed in accordance with the approved plans and documents except where conditions attached to this Listed Building Consent indicate otherwise.

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

3. **Contract**

Prior to any works of demolition relating to Nos. 819-821 High Road, evidence of contract(s) for replacement development relating to the relevant building(s) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the character and appearance of the North Tottenham Conservation Area.

4. **Matching materials**

All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

5. **Hidden Historic Features**

Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority shall be notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

6. **Redundant plumbing etc.**

All redundant plumbing, mechanical and electrical services and installations shall be carefully removed from the listed building before the completion of the consented works to Nos. 798, 800, 802 and/or 808 High Road hereby approved, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

7. **Making good redundant plumbing etc.**

In the event the removal of redundant plumbing, mechanical and electrical services and installations within Nos. 798, 800, 802 and/or 808 High Road reveals visual inconsistency in the appearance of the building fabric, the retained building fabric shall be made good with regard to material, colour, texture and profile of the existing building.

REASON: In order to safeguard the special architectural or historic interest of the building.

8. **Approval of Details** PRE-COMMENCEMENT

(a) Prior to the commencement of any relevant works listed below, full external and internal condition survey(s) to include structural assessment(s) in relation to roof, walls, floors, doors, windows, stairs, fireplaces, decorative features and fixtures details in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant work is begun.

(b) Prior to commencing the relevant works listed below, details of the relevant works shall be submitted to and approved in writing by the Local Planning authority before the relevant works are begun:

i) Material specification for facade repair, repointing and replacement of brickwork, repairs and replacements to window cills, window surrounds, doorsteps, parapets. Material samples of these works to be approved on site by the Local Planning Authority's Conservation Officer.
ii) Detail section drawings to scale 1:20 to record existing structures, make up of walls, floors, roof, doors, decorative cornices and windows and associated mechanical ventilation;
iii) Detail section drawings to scale 1:20 and 1:10 as necessary to show proposed structures, walls, floors and finishes
iv) Detail elevation and section drawings to scale 1:10 to show interfaces between new partitions and original cornices or historic fabric
v) Detail drawings to scale 1:10 and 1:5 plus material specification for new panelled doors, surrounds, shutters and ironmongery to match historic details
vi) Schematic drawings in plan and section to scale 1:50 to show Mechanical, Electrical and Plumbing services;
vii) Detail drawings to scale 1:10 showing penetrations within historic fabric
viii) All external materials to the approved extensions;

ix) Method statements for installing Mechanical, Electrical and Plumbing services
x) Method statements for proposed demolition works related to internal partitions, fixtures, fittings and new internal openings within load-bearing walls
xi) Method statements for removal and making good of external gates, doors, windows, window bars, fixtures and fittings such as alarm boxes, vents, timber posts, lights
xii) Method statements, material specification for proposed works to chimneys and roof. Material samples of replacement slates, bricks, repointing, chimney pots to be approved onsite
xiii) Method statements and material specification for both proposed repair and alteration works to retained cornices, staircases, fireplaces, doors, windows, panelling and all surviving 18th and 19th Century elements. Trial samples of cleaning and material samples of integrations and replacement works to be approved on site
xiv) Method statement and material specification for reinstatement of fireplaces

(c) The relevant work shall be carried out in accordance with such approved details and method statements.

REASON: In order to safeguard the special architectural or historic interest of the building.

9. Masonry Cleaning

Before any masonry cleaning commences, details of a masonry cleaning program and methodology shall be submitted in writing to and for approval by the Local Planning Authority. The programme shall demonstrate protection of internal and external surfaces.

The cleaning programme shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

10. No New Plumbing etc.

No new plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of the buildings unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

11. No New Grilles etc.

No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

Listed Building Consent - Informatives

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. Details of external materials are required to be submitted to and approved in writing by the Local Planning Authority pursuant to Planning Permission HGY/2023/2306.

Appendix 3: Images of the site and proposed scheme

Satellite birds eye image showing the site edged in red, NT5 Site Allocation in dotted blue, and other notable aspects in the area

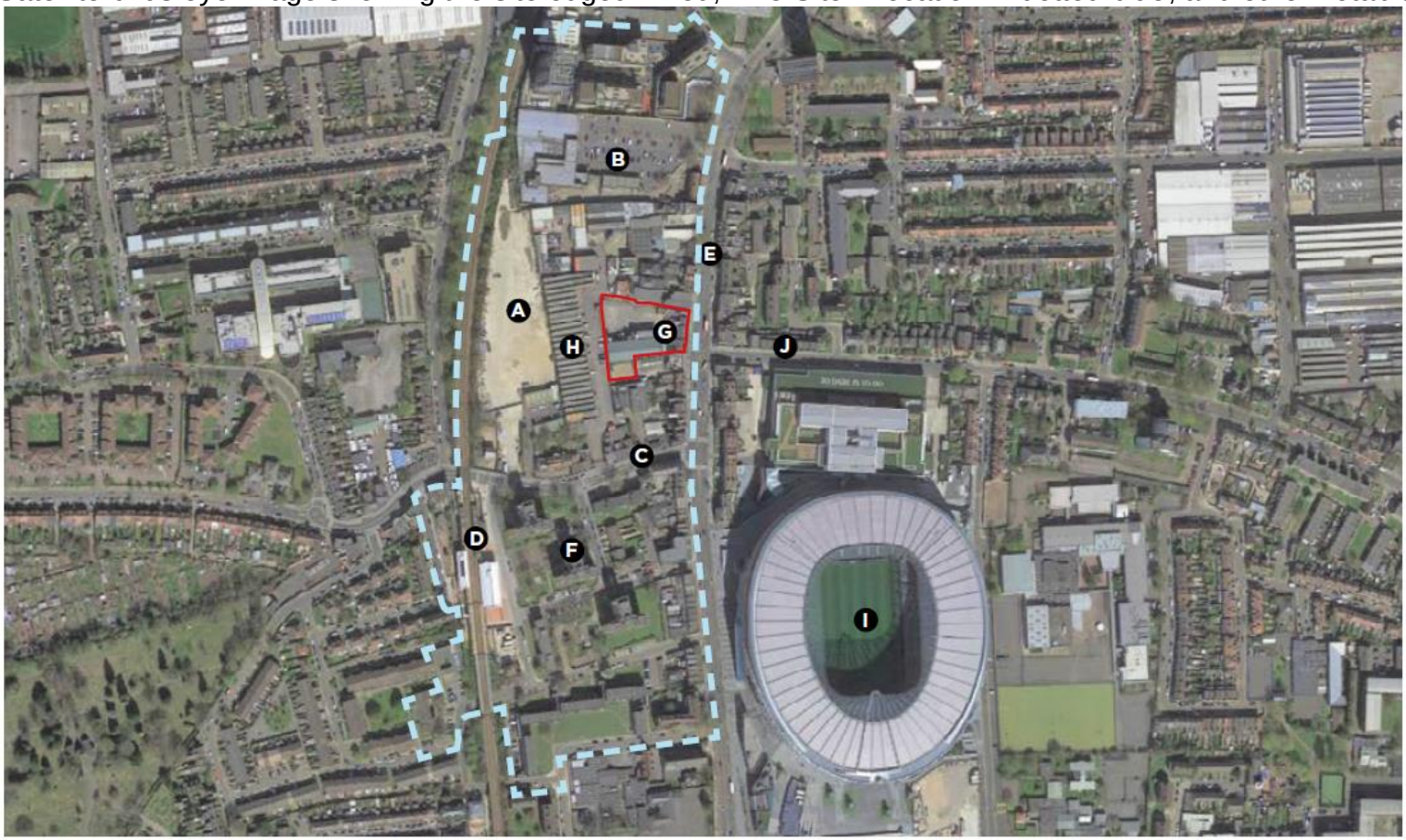

FIGURE 1. - Site Aerial Overview

Not to scale

KEY

- Site Boundary
- NT5 Boundary
- A Vacant Lot (Future Goods Yard Site)
- B B&M Store and Car Park (Future The Depot Site)
- C White Hart Lane
- D White Hart Lane Overground Station
- E High Road
- F Love Lane Estate
- G 819-821 Grade II Listed
- H Peacock Ind. Estate
- I Tottenham Hotspur Stadium
- J Northumberland Park

Existing condition of the site

KEY

819-821 (Grade II Listed)
Conservation Area Boundary

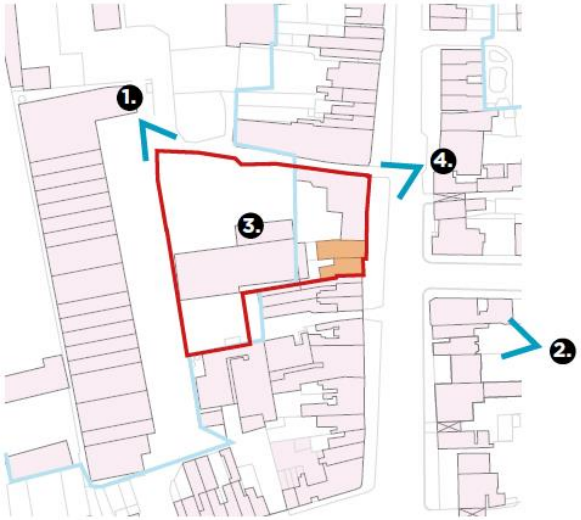

FIGURE 2. - The PW looking south east (1)

FIGURE 3. - View of PW looking from the HR (2)

FIGURE 4. - Aerial Photograph of The Site (3)

FIGURE 5. - View looking south west from the High Road (4)

Ground floor plan showing amenity spaces and open spaces

USE AND AMOUNT

Application Site Area:	0.36 Ha (3,598 m2).
Total Area:	Approx. 9580 m2 GIA
Total Beds:	287
Total New Beds:	276
Duplex Cluster Beds:	33 (12.0%)
Single Cluster Beds:	189 (68.4%)
Studios:	54 (19.6%)
High Road:	6 units (11 Beds)
Total Clusters:	28
Total KDL Number:	28
KDL Area:	958.4 m2 (4.3 m2/Bed)
Cycle Parking:	248 m2 (237 Spaces) (219 Long Stay + 18 Short Stay)
Internal Amenity:	405.2 m2 (1.4 m2/Bed)
GF External Amenity:	635 m2 (2.32 m2/Bed)
Terrace External Amenity:	210 m2 (0.76 m2/Bed)
Class E:	216 m2 (251.4 m2 with HR building)
Total Amenity:	4.55 m2/Bed

All numbers are approx. and subject to further design development

KEY

- Retail
- Amenity
- Apartment
- Cycle
- Studio Standard
- Studio Premium
- Cluster
- High Road Studio
- KDL
- Stair Core
- Corridor

Not to scale

FIGURE 112. Level L00

FIGURE 113. Level L01

FIGURE 114. Level L02

FIGURE 115. Level L03

USE AND AMOUNT

Not to scale

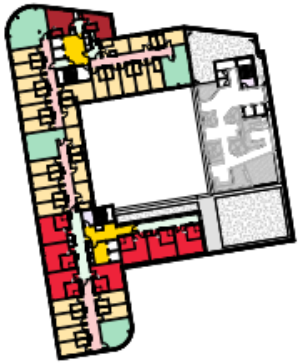

FIGURE 116. Level L04

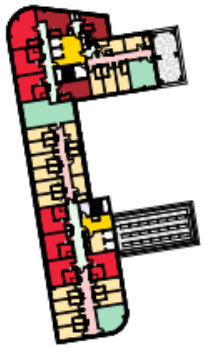

FIGURE 117. Level L05

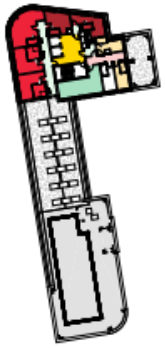

FIGURE 118. Level L06

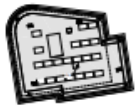

FIGURE 119. Roof

KEY

- Retail
- Amenity
- Apartment
- Cycle
- Studio Standard
- Studio Premium
- Cluster
- High Road Studio
- KDL
- Stair Core
- Corridor

Layout – proposed plans showing amenity spaces

FIGURE 125. L00

FIGURE 126. L04

FIGURE 127. Roof Plan

Not to scale

FIGURE 153. Brunswick Square Elevation

FIGURE 154. Brunswick Square Looking West

FIGURE 155. Brunswick Square Looking East

CGI of High Road frontage with Brunswick Square in foreground

Ground floor amenity spaces

1. Entrance/Reception
2. Laundry
3. Screening room
4. Breakout/Games room
5. WCs
6. Study
7. Cafe
8. Gym

Servicing strategy

FIGURE 229. Servicing Strategy Diagram

Percival Court Elevation

FIGURE 230. Percival Court Elevation

View from Peacock Park in Masterplan looking south

View northwest from Percival Court looking west

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Appendix 4: Internal and External Consultee representations

Stakeholder	Question/Comment	
INTERNAL		
LBH Building Control	The fire strategy is satisfactory. The strategy is very advanced and clearly meets all the requirements from a Planning point of view.	Noted.
LBH Carbon Management (Energy and Sustainability)	**Carbon Management Response 01/12/2023** **In preparing this consultation response, we have reviewed:** • **Sustainability & Energy Statement Revision P04 (includes overheating analysis) prepared by Buro Happold (dated 30 Nov 2023)** • **Proposed GA Roof Plan prepared by F3 Architects** • **Relevant supporting documents.** **1. Summary** **The development now achieves an on-site carbon dioxide reduction of 10% with a connection to District Energy Network (DEN) and 17% with onsite communal heat pump system. The applicant should explore more options to improve the fabric energy efficiency aiming for 15% reduction under Be Lean and maximise on-site renewable energy generation under Be Green scenario.** **The revised overheating assessment still fails to adequately assess the overheating risks throughout the development and modelling against future weather files is missing.** **Carbon Management would OBJECT to this application. The development does not currently meet:** • **London Plan Policy SI4 and Local Plan DM21: Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. The proposal instead adds on the urban heat island effect through the use of active cooling without proper justification and without following the cooling hierarchy.** **Appropriate conditions have been recommended.** **2. Energy Strategy** **The revised energy strategy reports no difference in carbon reduction from the earlier report.**	Conditions and s106 obligations recommended.

The report shows an improvement of approximately 10% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model with connection to DEN. This represents an annual saving of approximately 3.0 tonnes of CO_2 from a baseline of 30.5 tCO_2/year.

Alternatively, the report also shows an improvement of approximately 17% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model with connection to ASHP. This represents an annual saving of approximately 7.8 tonnes of CO_2 from a baseline of 46.1 tCO_2/year.

The unregulated emission is 33.4 tCO_2/year.

Non-Residential	**Scenario 1: DEN**			**Scenario 2: ASHP**		
(SAP10 emission factors)	**Total regulated emissions (tCO_2/ year)**	**CO_2 savings (tCO_2 / year)**	**Percentage savings (%)**	**Total regulated emissions (tCO_2/ year)**	**CO_2 savings (tCO_2/ year)**	**Percentage savings (%)**
Part L 2021 Baseline	**30.5**			**46.1**		
Be Lean savings	**29.1**	**1.4**	**5%**	**43.9**	**2.2**	**5%**
Be Clean savings	**29.1**	**0.0**	**0%**	**43.9**	**0.0**	**0%**
Be Green savings	**27.5**	**1.6**	**5%**	**38.3**	**5.7**	**12%**
Cumulative savings		**3.0**	**10%**		**7.8**	**17%**
Carbon shortfall to offset (tCO_2)	**27.5**			**38.3**		
Carbon offset contribution	**£95 x 30 years x 27.5tCO_2/year = £78,375**			**£95 x 30 years x 38.3tCO_2/year = £109,155**		
10% management fee	**£7,837.5**			**£10,915.5**		

Energy Use Intensity / Space Heating Demand

Building type	**EUI (kWh/m^2/year)**	**Space Heating Demand (kWh/m^2/year)**	**Methodology used**

All other non-residential (DEN)	**97.42**	**15.08**	**Part L2 - approved DSM & none**
All other non-residential (ASHP)	**66.95**	**14.97**	**Part L2 - approved DSM & none**

Actions:

- **The energy use intensity goes beyond the GLA benchmark. The applicant is required to undertake more effort to reduce the EUI further to the benchmark of 55 kWh/m^2/year.**
- **The energy consumption for hot water constitutes about 40% of the overall energy consumption of the development. It is recommended to use Wastewater Heat Recovery to reduce energy and CO_2 associated production of hot water.**
-

Energy – Lean

The applicant has proposed a saving of 5% in carbon emission under both scenarios. This goes against the Energy Hierarchy and requirement to take a fabric first approach in line with London Plan Policy SI2 and Local Plan Policy SP4. However, it is understood that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L 2021. Therefore, the development is required to maximise improvement in building fabric parameters as much as possible.

Overheating is dealt with in more detail below.

Energy – Clean

The submitted site plan shows the incoming DEN pipe work below ground to energy centre.

Energy – Green

Under the DEN scenario, a total of 1.6 tCO_2 (5%) reduction of emissions are proposed under Be Green measures with the installation of solar PV panels.

Under ASHP scenario, a communal air-to-water ASHP systems (min. SCOP of 2.5) and SEER of 4.21 will provide hot water, heating, and cooling to the development. A total of 5.7 tCO_2 (12%) reduction of emissions are proposed under Be Green measures.

The revised report proposed an estimate of 169 panels of 385W capacity mounted on a roof area of 486.5 m^2 covering 291.9m^2 with total peak output of 65kWp.

All new development must achieve a minimum 20% reduction from on-site renewable energy generation to comply with Policy SP4. It is required that the roof space is maximised to install solar PV.

Actions:

- **Policy SP4 required all new development to achieve a minimum 20% reduction from on-site renewable energy generation. Please provide some commentary on how the available roof space has been maximised to install solar PV. Only 60% of the roof space has been used.**

Energy – Be Seen
No further comments.

3. Carbon Offset Contribution

A carbon shortfall of 27.5 tCO_2/year remains. The remaining carbon emissions will need to be offset at £95/tCO_2 over 30 years.

The revised deferred carbon offsetting contribution is as follows:

	Carbon Offsetting Contribution (Connection to DEN scenario; tCO_2)	Carbon Offsetting Contribution (Communal ASHP scenario; tCO_2)
	Non-residential	Non-residential
Baseline	30.5	46.1
Total cumulative savings per annum (tCO_2, %)	(10 %)	(16%)
Shortfall to offset	27.4	38.7
Carbon offset payment due for scenario	£95 x 30 years x 27.5tCO_2/year = £78,375 (+10% management fee)	£95 x 30 years x 38.9tCO_2/year = £119,155 (+10% management fee)
Carbon Offsetting Contribution payment due at commencement of development	£78,375 (+10% management fee)	
Deferred Carbon Offsetting Contribution (+indexation) payment due if not connecting to the DEN	£40,780 (+10% management fee)	

	4. Overheating **The revised overheating assessments fails to** - **demonstrate meaningful compliance with London Plan's cooling hierarchy.** - **provide concrete and tangible evidence on why active cooling was proposed.** - **model extreme design weather files: 2020s DSY2 and DSY3.** **The report fails to demonstrate the modelling results for different passive mitigation scenarios in line with the cooling hierarchy. Active cooling is proposed which adds to the urban heat island effect. This is not supported without proper justification.** **Overall, the submitted overheating strategy is not acceptable.** **5. Sustainability** ***Urban Greening / Biodiversity*** **The submitted design and access statement shows the Urban Greening Factor for the site is calculated to be 0.41 and therefore meets the recommended target of 0.4 in line with Policy G5.** **6. Planning Conditions** **To be secured with amendments expected to the wording below once the revised information has been submitted.** ***Energy strategy*** ***The development hereby approved shall be constructed in accordance with the Sustainability & Energy Statement Revision P04 prepared by Buro Happold (dated 30 Nov 2023) delivering a minimum 15% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, DEN connection, and a minimum 65 kWp solar photovoltaic (PV) array.*** ***(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:*** - ***Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*** - ***Confirmation of the necessary fabric efficiencies to achieve a minimum 5% reduction with SAP10.2 carbon factors; it is advised to improve this aiming for the minimum 15% reduction.*** - ***Details to reduce thermal bridging;***	

	- ***Explore further ways to minimise the Energy Use Intensity including but not limited to incorporating waste-water heat recovery;*** - ***Location, specification and efficiency of the proposed alternative low carbon heating system (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the pipework and noise and visual mitigation measures;*** - ***Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;*** - ***Specification, location of any additional equipment installed to reduce carbon emissions for example MVHR;*** ***(b) The solar PV arrays must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.*** ***(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.*** ***Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.*** ***DEN Connection*** ***Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:*** • ***Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);***	

	• ***Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.*** • ***Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;*** • ***A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;*** • ***Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;*** • ***Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;*** • ***Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;*** • ***Details of a future pipework route from the temporary boiler location to the plant room.*** ***Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.*** ***Metering strategy*** ***Prior to the completion of the superstructure a quality assured metering plan, shall be submitted to and approved by the Local Planning Authority, this shall include:*** ***(a) relevant smart metering schematics for the individual Dwellings, commercial units, landlord areas, plant/energy centre area(s);*** ***(b) information on third-party quality assurance mechanisms for the metering installation that follow industry best practice at the time of submission;*** ***(c) correct calibration and operation that will measure and report the required data for each reportable unit in line with the Be Seen guidance, including metering information for the building energy consumption, energy centre performance, utility meters,***	

	renewable energy generation, battery storage and electric vehicle technologies, and exported energy. ***The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.*** ***Overheating (Student Accommodation)*** ***(a) Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.*** ***This report shall include:*** - ***Remodelling of units, communal areas, and corridors based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;*** - ***Demonstrating the mandatory pass for DSY1 2020s can be achieved by meaningfully following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location, specification and modelling results of the measures;*** - ***Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters).*** - ***Provide the elevations and sections plans to show where these measures are proposed.*** - ***Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings.*** - ***A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the***	

	retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - ***Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.*** ***If the design of development is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.*** ***REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.*** ***Overheating (non-residential)*** ***At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.*** ***The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:*** - ***The proposed occupancy profiles and heat gains in line with CIBSE TM52*** - ***The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.*** - ***A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.*** ***The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.*** ***REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.*** ***Building User Guide*** ***Prior to occupation, a Building User Guide for the occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in***	

	accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily. ***Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.*** ***BREEAM Certificate*** ***(a) Prior to commencement of above ground works, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.*** ***The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.*** ***(b) Prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.*** ***In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.*** ***Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.*** ***Living roofs*** ***(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of***	

	year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include: ***i) A roof plan identifying where the living roofs will be located;*** ***ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);*** ***iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate*** ***iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m^2 of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m^2, rope coils, pebble mounds of water trays;*** ***v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m^2) and density of plug plants planted (minimum 20/m^2 with root ball of plugs 25cm^3) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);*** ***vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and*** ***vii) Management and maintenance plan, including frequency of watering arrangements.*** ***viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;*** ***(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.*** ***Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.*** ***Biodiversity*** ***(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the***	

	Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats. ***(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.*** ***Development shall accord with the details as approved and retained for the lifetime of the development.*** ***Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.*** ***Urban Greening Factor*** ***Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.41 has been met through greening measures.*** ***Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.*** **7. Planning Obligations Heads of Terms** - **Be Seen commitment to uploading energy data** - **Energy Plan** - **Sustainability Review** - **Estimated carbon offset contribution (and associated obligations)** - **DEN connection (and associated obligations)** - **To install solar PV in the roof area reserved for the low-carbon heating solution if connecting to the DEN.** - **Heating strategy fall-back option if not connecting to the DEN** - **Deferred carbon off-set contribution**	

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Carbon Management Response 10/11/2023

In preparing this consultation response, we have reviewed:

- Sustainability & Energy Statement Revision P03 (includes overheating analysis) prepared by Buro Happold (dated 21 Aug 2023)
- Relevant supporting documents.

1. Summary

The development achieves an on-site carbon dioxide reduction of 10% with a connection to District Energy Network (DEN) and 16% with onsite heat pump. The applicant should explore more options to improve the fabric energy efficiency aiming to 15% reduction under Be Lean and maximise on-site renewable energy generation under Be Green scenario. Furthermore, the overheating assessment fails to adequately assess the overheating risks throughout the development and modelling against future weather files is missing.

Carbon Management cannot currently support this application. The development does not currently meet:

- London Plan Policy SI2: Be Green – Minimising greenhouse gas emissions and maximising opportunities for renewable energy by producing, storing, and using renewable energy on-site;
- Local Plan SP4: working towards a low carbon Haringey and 20% carbon dioxide emission reduction from on-site renewable energy generation;
- London Plan Policy SI4 and Local Plan DM21: no dynamic thermal modelling was undertaken to reduce the overheating risk and reduce the impact on the urban heat island.
- London Plan Policies G5, G6 and Local Plan DM21: no urban greening or biodiversity net gain.

Further information needs to be provided to address this objection, in relation to the Energy, Overheating and Sustainability Strategy. This should be addressed prior to the determination of the application.

2. Energy Strategy

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L 2021). The London Plan (2021) further confirms this in Policy SI2.

The overall predicted reduction in CO_2 emissions for the development shows an improvement of approximately 10% in carbon emissions with SAP10.2 carbon factors, from the Baseline development

model with connection to DEN. This represents an annual saving of approximately 3.1 tonnes of CO_2 from a baseline of 30.5 tCO_2/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The applicant has not reported the unregulated emissions.

Non-Residential	**Scenario 1: DEN**			**Scenario 2: ASHP**		
(SAP10 emission factors)	**Total regulated emissions (tCO_2/ year)**	**CO_2 savings (tCO_2 / year)**	**Percentage savings (%)**	**Total regulated emissions (tCO_2/ year)**	**CO_2 savings (tCO_2/ year)**	**Percentage savings (%)**
Part L 2021 Baseline	30.5			46.1		
Be Lean savings	29.1	1.4	5%	46.1	0.0	0%
Be Clean savings	29.1	0.0	0%	44.6	1.5	3%
Be Green savings	27.4	1.7	6%	38.9	5.7	12%
Cumulative savings		3.1	10%		7.2	16%
Carbon shortfall to offset (tCO_2)	27.4			38.9		
Carbon offset contribution	£95 x 30 years x 27.4tCO_2/year = £78,090			£95 x 30 years x 38.9tCO_2/year = £110,865		
10% management fee	£7,809			£11,086.5		

Actions:

- Please submit a completely filled GLA's Carbon Emission Reporting Spreadsheet.
- Please submit BRUKL sheets for a representative selection of the development for the Baseline scenarios.
- What is the calculated Primary Energy Factor?

Energy Use Intensity / Space Heating Demand

Applications are required to report on the total Energy Use Intensity and Space Heating Demand, in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI

is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.

Building type	EUI (kWh/m^2/year)	Space Heating Demand (kWh/m^2/year)	Methodology used

Actions:

- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 55 kWh/m2/year? Please submit the information in line with the GLA's reporting template.
- What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m2/year? Please submit the information in line with the GLA's reporting template.

Energy – Lean

London Plan Policy SI2 requires non-residential developments to improve emissions by at least 15% under Be Lean. As per the DEN scenario, the applicant has proposed a saving of 1.4 tCO_2 in carbon emissions (5 %) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes against the Energy Hierarchy and requirement to take a fabric first approach in line with London Plan Policy SI2 and Local Plan Policy SP4. The development relies solely on DEN to meet its energy targets and compensate for its poor performance under Be Lean. This is not supported.

The following u-values, g-values and air tightness are proposed:

Floor u-value	0.11 W/m^{2}K
External wall u-value	0.14 W/m^{2}K
Roof u-value	0.11 W/m^{2}K
Door u-value	1.00 W/m^{2}K
Window u-value	1.00 W/m^{2}K
G-value	0.30
Air permeability rate	3 m^3/hm^2 @ 50Pa
Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 85% efficiency; 1.0 W/l/s Specific Fan Power)
Waste Water Heat recovery?	No
Thermal bridging	25% degradation of u-value

Low energy lighting	100%

Actions:

- Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned.
- The fabric efficiencies and thermal bridging should be improved upon to reduce heat losses.
- If the air tightness of the scheme is improved, mechanical ventilation with heat recovery could be proposed to further reduce heat losses.
- Set out how the scheme's thermal bridging will be reduced. [if below 0.15, check how/why. No measures are proposed to reduce heat loss from junction details, and it does not set out the what the proposed Psi (Ψ) value is.
- What is the construction of the building and what is the assumed thermal mass?
- Provide the average % improvement on the FEES.
- Submit the individual end use BER for student housing and Class E use in line w CIBSE Guide F.

Overheating is dealt with in more detail below.

Energy – Clean

London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

The applicant has liaised with Energetik and have confirmed significant works in progress in relation to a new Meridian Water energy Centre and construction of main distribution networks. The energy centre located at the "Ecopark" North East of the HRW development will be operational in 2026. The development is 400 meters from the 'to be installed' DEN service within the Fore street, so the development is expected to secure connection subject to construction of the programme.

The Be Clean strategy to connect to the DEN in Fore Street is generally acceptable. Some evidence should be provided that the DEN plant room is adequately sized for a substation.

The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:

	a) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point; b) A good quality network within the building – 60/40 F&R, <50W/dwelling losses from the network – ideally to an agreed standard in the S106; c) A clear plan for QA of the network post-design approval through to operation, based on CP1; d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set. <u>Actions</u>: – Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room size, layout and schematics according to the standards. **Energy – Green** As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. Under the DEN scenario, a total of 1.7 tCO_2 (6%) reduction of emissions are proposed under Be Green measures with the installation of solar PV panels. An estimate of 165 panels would be mounted on a roof area of 486.5 m^2 covering 291.9m^2. Under ASHP scenario, a communal air-to-water ASHP systems (min. SCOP of 2.5) and SEER of 4.21 will provide hot water, heating, and cooling to the development. <u>Actions:</u> - Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes? Only 60% of the roof space has been used. This can be further increase with spaces for shading, access, and maintenance. - What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? - How will the solar energy be used on site (before surplus is exported onto the grid)? - A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the alternative low carbon system be located and how the units will be mitigated in terms of visual and noise impact.	

	Energy – Be Seen London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies. The applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses. Energy metering will be provided to meet the requirements of the Building Regulations 2021, CIBSE TM39, Metering Instruments Directive (MID) Class 2 Accuracy and the "Be Seen" strategy for the GLA. Smart energy meters/ energy display devices will be installed which have the ability to be read remotely. Actions: - Please demonstrate how the sub-metering will be implemented for student housing and commercial use spaces. - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) **3. Carbon Offset Contribution** A carbon shortfall of 27.4 tCO_2/year remains. The remaining carbon emissions will need to be offset at £95/tCO_2 over 30 years. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built. Two carbon offset payments will be calculated. The carbon offset contribution for scenario 1 will be due at the commencement of development and the difference in the offset contribution between the first and second scenarios will be deferred for 10 years and indexed accordingly. 1. Payment for the residual emissions in the DEN scenario (Scenario 1) would be due at commencement of development. 2. A deferred carbon offset contribution is calculated through the difference in the offset contribution: Scenario 2 – Scenario 1 = Deferred Payment.	

3. If, after 10 years the development has not connected to the DEN, the deferred payment (+indexation) is due.
4. If, after 10 years the development has connected to the DEN, the deferred payment would not be due but this amount would be available as a connection charge to the DEN.

The initial carbon offset contribution amount is expected to decrease, and the deferred carbon offset would therefore increase. The revised figures will be established through the Energy Plan process in the s106 which includes an updated carbon offset calculation prior to commencement.

The Section 106 agreement will set out within what timeframe the Deferred Carbon Offset payment would be payable, based on the ultimate date by which the development should confirm whether they connect to the DEN.

Connection charge

In the event that the scheme connects to the DEN, a connection charge should be payable. In order that this is reasonable, the charge will be capped as follows.

Maximum connection charge = deferred carbon offset contribution + any avoided costs of implementing the ASHP backup solution (depending on phasing, the ASHP solution may have been implemented in which case the avoided costs are zero). This is payable when they are connecting to the DEN.

An indicative offset contribution has been calculated below, however it is expected that further emissions are reduced under the Be Lean and Be Green stage for this development to be policy compliant.

	Carbon Offsetting Contribution (Connection to DEN scenario; tCO_2)	**Carbon Offsetting Contribution (Communal ASHP scenario; tCO_2)**
	Non-residential	**Non-residential**
Baseline	30.5	46.1
Total cumulative savings per annum (tCO_2, %)	(10 %)	(16%)
Shortfall to offset	27.4	38.7
Carbon offset payment due for scenario	£95 x 30 years x 27.4tCO_2/year = £78,090 (+10% management fee)	£95 x 30 years x 38.9tCO_2/year = £110,865 (+10% management fee)

Carbon Offsetting Contribution payment due at commencement of development	£78,090 (+10% management fee)
Deferred Carbon Offsetting Contribution (+indexation) payment due if not connecting to the DEN	£32,775 (+10% management fee)

4. Overheating

London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been reported to be followed in the design. It is not clear how many rooms and communal spaces were modelled.

Due to the noise constraints of this site being adjacent to High Road, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).

Results are listed in the table below.

	Windows Opening	**% bedrooms passing TM59 – criterion A (<3% hours of overheating)**	**% bedrooms passing TM59 – criterion B hours >26°C (pass <33 hours)**
DSY1 2020s	100 mm restriction	73.8%	0.00%
DSY1 2020s	30° opening	100%	22.3%
DSY1 2020s	50° opening	100%	94.5%
DSY1 2020s	70° opening	100%	100%
DSY1 2020s	90° opening	100%	100%
DSY2 2020s	Not Modelled	Not Modelled	Not Modelled
DSY3 2020s	Not Modelled	Not Modelled	Not Modelled
DSY1 2050s	Not Modelled	Not Modelled	Not Modelled
DSY1 2080s	Not Modelled	Not Modelled	Not Modelled

Active cooling is proposed which is not supported.

	Overall, the submitted overheating strategy is not acceptable. Overheating Actions: - It is unclear which weather file is used for the assessment. Redo the overheating modelling with the Central London weather file for bedrooms, communal spaces and commercial units of the development, which will more accurately represent the urban heat island effect following the guidelines as per the Haringey's Key Overheating Planning Application Requirements. - Due to the acoustic constraints of this site being adjacent to High Road, the TM59 criteria for mechanical ventilated buildings apply. - Undertake further modelling: o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. o All single-aspect rooms facing west, east, and south; o At least 50% of rooms on the top floor; o 75% of all modelled rooms facing South or South/West; o Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (with cross reference to the Noise and the Air Quality Assessments to demonstrate the most sensitive receptors and the AVO Residential Design Guide); o Habitable communal spaces (e.g. communal living/dining rooms; o Communal corridors, where pipework runs through; o Commercial/office areas, particularly where they will be occupied for a longer period of time. Assuming that active cooling will be provided is not sufficient. If the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupiers.; - The applicant must demonstrate that the risk of overheating has been reduced as far as practical and that all passive measures have been explored, including reduced glazing and increased external shading. The applicant should also outline a strategy for residents to cope in extreme weather events, e.g. use of fans. Mitigation measures - Please demonstrate the cooling hierarchy has been followed meaningfully by incorporating the installation of further passive measures, particularly solar shading (overhangs, external shutters, brise soleil) throughout the development. - Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, and external shutters). - Provide the elevations and sections plans to show where these measures are proposed.	

	- Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings. Retrofit plan - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed at a later date within the proposed design, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. - Identify communal spaces (indoor and outdoor) where students can cool down if their bedrooms are overheating. - Confirm who will own the overheating risk when the building is occupied (not the residents). - This development should have a building user guide to mitigate overheating risk for occupants. **5. Sustainability** Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, embodied carbon, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design. <u>Action:</u> - Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) - A target (%) for responsible sourced, low-impact materials used during construction. - Climate change mitigation should also be considered for the external spaces (shading, etc) and the impact of the increase in severity and frequency of weather events on the building structures. ***Non-Domestic BREEAM Requirement*** Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable. The applicant has prepared a BREEAM Pre-Assessment Report. Based on this report, a score of 58.5 % is expected to be achieved, equivalent to 'Very Good' rating. Targeting such a marginal score will risk not achieving 'Very Good' as a very minimum and does not demonstrate the ambition to deliver a	

	more sustainable development and should take necessary steps to achieve higher score. The report shows a potential score of above 70% could be achieved, which should be targeted. ***Urban Greening / Biodiversity*** All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff. Urban Greening Factor and Biodiversity Net Gain has not been submitted. Action: - Please submit the Urban Greening Factor - Please provide the biodiversity net-gain calculation. It is recommended to use the Biodiversity Metric 4.0. The calculation tools and user guide for the biodiversity metric are published on Natural England's Access to Evidence website. The user guide describes how to gather the information needed for the metric calculations. https://nepubprod.appspot.com/publication/6049804846366720 **6. Planning Conditions** To be secured with amendments expected to the wording below once the revised information has been submitted. - Energy strategy - Overheating - BREEAM Certificate - Biodiversity **7. Planning Obligations Heads of Terms** - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN	

LBH Conservation Officer	Dear Phil, The proposed works include internal and external alterations to grade II listed buildings at Nos 819/821 High Road including façade works, internal alterations and reinstatement of hipped roof, demolition works to the rear so to redevelop for purpose-built student accommodation and supporting flexible commercial, business and service uses. Works also include hard and soft landscaping, parking, and associated works. The development site is located to the west of the North Tottenham Conservation Area which is characterised as an almost intact 19th century townscape incorporating notable surviving examples of earlier periods. Despite a few changes, the townscape of this part of the High Road retains a high degree of historical continuity and displays a notable variety and contrast in architectural styles and materials. The Conservation Area includes the best surviving townscape section of the High Road as well a distinctive sequence of 18th and 19th century buildings, some statutory listed, including properties at Nos. 790 to 802, and 808-810, and some locally listed that create a densely bult, almost continuous frontage of two-three storey historic buildings that greatly contribute to the sense of enclosure and character of the historic High Road. The site comprises part of the west side of the historic street frontage of the North Tottenham Conservation Area formed by locally listed and nationally listed buildings at Nos 819-829 High Road, and extends further to the west, beyond the Conservation Area boundary and includes the Peacock Industrial estate and Builders Yard. The site is currently in commercial and residential use with the grade II listed 819-821 Georgian properties hosting a mix of commercial uses on the ground floor and residential uses above. It is fundamental to consider that the urban and architectural context of the development site and related heritage assets is rapidly changing with the Tottenham Hotspur Football Club stadium and related ancillary buildings now dominating the street scene of the east side of the High Road; the design of further consented development on land surrounding the Stadium is being finalised and the approved High Road West masterplan has also established the emerging urban scale that will immediately surround the proposed development site. The site is also located in the setting of some of the most highly graded and best-preserved Georgian houses forming part of the remarkable Northumberland terrace at Nos 790-810, located on the opposite side of the Tottenham High Road frontage. Properties at Nos 819-821 are grade II listed as an early C18, relatively well-preserved pair of three-storey Georgian townhouses with late C19 shops on the ground floor and a symmetric façade	Support noted.

	composition complemented by original features. These buildings have been progressively converted, redeveloped, altered externally and to a greater degree internally and have lost their original use. But despite all these alterations this pair retains many original C18 features and the legibility of their original façade and spatial composition that still contribute to their special interest and historic character. These properties are in relatively good conditions having been in continued use over recent years and have benefited from regular standard maintenance after having been substantially refurbished in the late 1980s. The shopfronts have been partially altered, then reconstructed and have lost the original decoration and architectural qualities. The significance of the listed houses rests on their most intact original features that bear high aesthetic and historic value, while their surviving shopfronts are of medium value both and as a group. The locally listed C19 buildings at 823 - 829, although of more modest intrinsic architectural and historic special interest, are interesting two-storey buildings that bear group value and positively contribute to the varied character of the Conservation Area. The properties have been internally and externally substantially altered over the centuries, substantial roof replacements and repairs have been carried out, however the elevations and related architectural features are in generally good conditions with some decay towards the top and to the shopfront apparently due to roof defects. Insensitive rendering has generally obscured some of the decorative features to front and both front and rear elevations seem to suffer from water infiltration due to poor roof detailing. The rear of these buildings is altered and cluttered, obtrusively located satellite dishes and services contribute to detract from the character of the buildings, while property at No 829 is a poor quality early C20 replacement building, with later flat roof and flat roofed extensions along Brunswick Square. The significance of the buildings at 823-827 High Road derives from the quality of their facade composition, architectural detailing, and surviving C19 shopfront that positively contribute to the street frontage of this part of the Conservation Area. These buildings have medium aesthetic and historic value consistently with their local listing and importance. The submitted heritage statement and related map drawings illustrating the heritage significance of the listed buildings forming part of this application very helpfully illustrate the historic development of the heritage buildings impacted by this proposal and their hierarchy of significance. It is apparent throughout the heritage related analysis and descending development proposal that a thorough understanding of the conditions and significance of heritage assets have informed the development proposal so to retain, enhance and where necessary reinstate the original features of the heritage assets forming part of this development proposal. The proposed development responds to the wider regeneration strategy and emerging built scenario for the area as set out in the High Road West Masterplan Framework that does not include the High Street frontage, but provides guidance in terms of massing, heights and uses for new development to	

	be enabled at the back of the historic frontage of the High Road with new buildings that sensitively complement the established urban scale with a transitional new height. The principle of redevelopment with a progressive increase in height on the currently light industrial site at the back of the historic frontage descends from the adopted masterplan and is therefore accepted in principle from conservation grounds. Map regression, condition surveys and historic evidence accompanying the application, convincingly demonstrate that the progressive alteration of the historic buildings still surviving on site and the deterioration of both the architectural and urban design qualities of the site at the back, which has slowly yet dramatically shifted from its originally Georgian and Victorian residential character to the current very utilitarian light industrial character, provides an opportunity for enhancement of the adjacent heritage assets through well- detailed and sensitive refurbishment and high quality redevelopment in their setting. The application convincingly articulates the heritage significance of the affected heritage assets and assesses the impact of the proposed refurbishments, demolition works and erection of new buildings on the listed and locally listed properties. Accordingly, the proposed works include internal and external alterations to grade II listed buildings at Nos 819 - 821 High Road so to enable the conversion of these properties into student accommodation and commercial services. The proposed scheme also includes the demolition of the locally listed building at No 829 High Road, the demolition of the existing buildings and structures located at the back of these listed and locally listed buildings so to enable the ancillary space, amenity space, and a range of flexible commercial uses as well as hard and soft landscaping and parking. The design proposal has been developed and sensitively refined to create high quality accommodation, landscape and landscape as part of the new development while striving to retain the special interest and significance of both the Conservation Area and its contributing designated and non-designated heritage assets and the overall scale, mass and gradual increase in height of the proposed development have been comprehensively illustrated and tested in contextual elevations, cross -sections and views taken both across the Conservation Area and along its historic frontage and have convincingly demonstrated that the impact of the proposed development on the heritage frontage of the High Road is modest, especially in comparison to the much taller and denser emerging development envisaged by the masterplan for this regeneration area, and would lead to a low level of less than substantial harm to the significance of the Conservation Area. The impact of the proposed new increasingly taller buildings on the setting of the historic frontage of the Conservation Area is mitigated by the careful increase in mass and heights of the new development that is well set-back from the street frontage while the proposed landscaping works improve the public realm and connectivity between the High Road and the new development.	

	Concurring with the findings of the heritage statement supporting the application, the proposed works to grade II listed 819-821 High Road will reinstate the original use of the buildings and will unveil their original architecture as fully legible and separate from the new development despite the overall increase of scale and height at its back and a progressively taller and more densely built wider context, by reversing those unsympathetic alterations that have been cumulatively carried out to the townhouses over many years, including removal of the rear extensions, the flat felt roof, cement render, overpainting, prominent services, satellite dishes and cabling. Heritage sympathetic repairs and reinstatement of original external and internal features, the removal of clutter and unsightly extensions, the reinstatement of the historic layout of the upper floors would re The redevelopment at the rear of 819-821 High Road will improve the built as well as the hard landscaped private and public spaces surrounding the listed buildings building would be enhanced by the repairs and refurbishment. The proposed works to the locally listed buildings at Nos 823-827 will declutter their frontages and rear elevations by removing unsympathetic extensions, doors and windows and will repair their historic fabric and facades, will sensitively reinstate original chimneys, doors, windows, and fixtures this leading to a significant enhancement of the quality of these buildings. The locally listed building at 829 High Road is a much altered and poorly designed Edwardian building that has lost most of its original features such as roof, chimneys, elevations and has low heritage value. As a corner building fronting the High Road in Conservation Area and extending to the rear along Brunswick Square, Its proposed demolition has been debated throughout the pre-application process and although undesirable, is proving necessary to create an appropriate vehicle and pedestrian access to the development site from the High Road along Brunswick Square which is currently poorly maintained and insufficient to provide public access and to maximise the importance of Brunswick Square as a key east-west pedestrian route that connects the High Road with the remainder of the masterplan area to the west. The loss of this locally listed building of modest heritage value and the alteration of the narrow alleyway at Brunswick Square , both meant to be positive components of the character of the Conservation Area, would lead to a low level of less than substantial harm to the significance of the Conservation Area , however we agree with the findings of the submitted heritage statement and impact assessment that highlight how this low level of harm, besides being justified and necessary to provide adequate access to the development site, would be outweighed by the proposed enhancements to the fabric and setting of the more valuable heritage buildings, by the provision of a well-designed access route into the site and by descending public benefits. The proposed redevelopment of the light industrial site, together with the proposed refurbishment of the listed and locally listed buildings that significantly contribute to the street frontage of the Conservation Area and to the landscaped reconfiguration of Brunswick Square would	

	largely conserve the significance of the listed an locally listed buildings, would enhance the quality of this part of the conservation area and would significantly enhance the setting of both listed and locally listed buildings. However, the erection of new, large buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road will lead to a low level of less than substantial harm to the significance of the Conservation Area and the test set out at paragraph 196 of the NPPF should apply with due consideration of the heritage benefits and wider public benefits provided by the proposed scheme. The application provides a comprehensive set of information related to new development and its materiality, however, method statement for the proposed demolitions affecting locally listed and nationally listed buildings, together with detail drawings, material specification and material samples of proposed repairs, replacements and built alterations to heritage buildings should be submitted for approval as part of planning conditions. Kind Regards, Elisabetta **Elisabetta Tonazzi** ARB RIBA Conservation Architect **Principal Conservation Officer** **Placemaking and Housing | Haringey Council**	
LBH Design Officer	**HGY/2023/2306 - 819-829 High Road, Tottenham, London, N17 8ER** ***Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses.*** Applicant: Tottenham Hotspur Football & Athletic Co Ltd Agent: Quod Architects: F3 Architects LLP **Summary** These proposals, for a site identified for development in Site Allocations and several Masterplans, albeit with retention and restoration of the buildings fronting the High Road, are a change of function,	Support noted.

	with only minor design changes, to a previously approved residential lead mixed use scheme, including a cinema, by the same applicant and design team. The previous approval was considered a well thought through and elegantly designed response to this site, of appropriate height, bulk and massing, elegant and attractive form, proportions and fenestration, appropriate to the heritage significance of the retained buildings in the site and the setting of the High Road, an important part of the North Tottenham Conservation Area, and attractive, durable materials, all aspects of which are either unchanged or not changed in any detrimental way. The different use now proposed, for purpose-built student accommodation (PBSH), is not a use specifically identified in the site allocation or previous masterplans that covered this site, but is in principle a use compatible with this emerging town centre location, the wider masterplans and nearby applications previously approved and adopted and the heritage significance of this sensitive stretch of the High Road. The design of this PBSA, as a double courtyard, is a very convincing form of student accommodation, bearing obvious similarities to the time-honoured and highly regarded "Oxbridge College" form and typology that has long been proved to provide comfortable and inspirational student accommodation, with the required security and community character, in a vibrant town centre setting. Its amenity for residents, practical design and impacts on neighbours are shown to be acceptable. In addition to the usual conditions on details and materials, a condition would be recommended to ensure public realm created by this development is adoptable or indistinguishable from the public realm created by neighbouring developments in the rest of the wider masterplans, with matching surface treatments and street furniture and no restrictions on access and use different to the rest of the completed masterplan **Principal of Development, and Masterplanning and Street Layout** 1. The site forms part of Site Allocation NT5 from the Tottenham AAP (adopted July 2017) and the related High Road West Masterplan Framework, and is at least part included in approved masterplans for the Goods Yard and Depot and High Road West schemes. This same applicants' Goods Yard and Depot planning permission (HGY/2022/0563, following earlier applications) is detailed permission was accompanied with an illustrative masterplan that included all of the northern half of the NT5 site allocation, including all of this application site. The High Road West approval (HGY/2021/3175) covers virtually the whole of the site allocation, about twice the area as the Goods Yard & Depot masterplan, but excluding several buildings facing the High Road, including those that are part of this site. These applicants also have planning permission for a somewhat smaller site at no 807 High Road, to the south of this site; that site is also within the Site Allocation, Masterplan Framework and Goods Yard/Depot illustrative masterplan, and half in, half out of the High Road West masterplan, for residential lead mixed uses part-in, part-behind the High Road frontage.	

	2. This is not the first proposal by this applicant for this site. The same team applied for and received planning permission for a residential lead mixed use scheme, with a cinema and other business uses on most of the ground floor, at the Planning Sub-Committee of 10th January 2022 (HGY/2021/2283). This was a very similar scheme in bulk, height, massing and design, including landscaping to the surrounding public realm. The main change is to use; the cinema and residential in the approved scheme is to be replaced by purpose-built student accommodation (PBSA). In design terms the main change is that the two courtyard spaces are no longer to be at podium level, with cinema and back of house (for both cinema and residential) ancillary accommodation and extensive parking occupying virtually the whole of the ground floor and a large basement. Instead, both courtyards will descend to ground level, and with no basement, be landscaped, and there will be much less parking, although about the same amount of servicing. 3. The applicants' previously approved cinema & residential scheme was broadly in accordance with the site allocation, masterplan framework, the masterplans that accompanied the Goods Yard & Depot and High Road West schemes. The different use now proposed, for PBSH (purpose-built student accommodation), is not a use specifically identified in the site allocation or previous masterplans that covered this site, but is in principle a use reasonably compatible with this emerging town centre location and of the emerging masterplan for active town centre frontage along the High Road frontage with related ancillary uses immediately behind, transitioning to a higher density, higher rise but predominantly residential use to the western edges of the masterplans' areas. This PBSA proposal does not contain the employment focussed "yard spaces" envisaged immediately behind the High Road in full, with potential for north-south connections through the yards, parallel to the High Road, but nor did the previous (extant) planning approval for this site, and this has been one of the most difficult aspirations from the original masterplan framework to maintain in real planning applications; this proposal does at least provide the physical form of courtyard spaces. 4. The site is part in and part just outside of the North Tottenham Conservation Area, which covers all the buildings along the site's High Road frontage, and are all Statutorily or Locally Listed or assessed as Positive Contributors to the Conservation Area. The Conservation Officer will provide an assessment and comments on the proposals form a heritage and building conservation point of view. However, in design terms it can be noted that the main entrance and most public facing facilities of the PBSA, as well as associated town centre facing retail/leisure uses are very appropriately and attractively accommodated in restored and repaired ground floor traditional shopfronts to these existing buildings, whilst the proposed residential above, connected to the PBSA, should be a successful use compatible with the sensitive heritage conversion of these buildings.	

	5. The site is just outside of the existing designated North Tottenham Local Centre, which is to the south up to Percival Court and for a greater length opposite, but is part of the existing retail frontage, with active retail frontage housing town centre uses within this and to both sides, by and large in vibrant, busy, active, town centre use despite not being so designated. It is intended that North Tottenham will become a new District Centre, incorporating the new High Road West developments on the High Road, White Hart Lane and the new Moselle Square, as well as the Spurs Stadium and related town centre developments and the existing local centre, and this PBSA, with its public facing ground floor communal uses and adjoining shop (like) units could also, along with its neighbouring busy active retail uses, could probably also form part of this district centre. This proposal will certainly be compatible with maintaining an active frontage of a torn centre character on this important part of the High Road. 6. The proposals would form most of a complete city block in the wider High Road West area, consisting of retained and restored existing buildings on the High Road and new build forming extended street frontages to the south side of the existing Brunswick Square alleyway and part of the north side of the existing Percival Court alleyway. The final side of the block would face the existing Peacock Industrial Estate. However, in the context of all of the envisaged masterplans, Brunswick Square and Percival Court would be extended as east-west streets further into the development and the boundary of this site and the Peacock Industrial Estate, the western edge of this proposed city block, would form a major north south street connecting White Hart Lane to the south to a major new public park starting at the north-west corner of this site and extending north. 7. All the approved masterplans and hybrid or detailed planning permissions for High Road West and the Goods Yard / Depot site contain visions for heights where height rises slowly from the retained existing 2-4 storey High Road (and White Hart Lane) frontages through mansion blocks of 5-8 storeys to tall and taller buildings only along the far western edge of the allocation site, against the railway (and away from White Hart Lane). Both the previous approval for this site and these proposals are modest in height and in accordance with these masterplanned height strategies. **<u>Street Layout and Public Realm</u>** 8. The High Road frontage represents the primary frontage of this development and is the most durable and simple to resolve side to the development. The existing buildings on the site along with the rest of the properties along this and the opposite side of the High Road, effectively from just north of the Tottenham Hotspurs Stadium to the south, as far as just south of the boundary of the borough to the north, form a consistent, well enclosed and defined “village core” to the North Tottenham Conservation Area and commercial heart of the local community, with a consistently built-up urban wall of buildings, many over 200 years old, including a high number of notable Statutorily and Locally Listed Buildings. The building line narrows the street at either end but	

	widens out for much of the middle, including this site, the pavements are wide and have been recently and regularly repaved in high quality durable pavement requiring no improvement. In retaining and reusing nos. 819-827 with active frontages to public uses, this proposal will strengthen this good quality high street frontage. 9. The narrow entrances to the existing alleyways of Brunswick Square and Percival Court, like others along here, strengthen the sense of enclosure and distinctiveness of this stretch of the High Road. It is therefore regrettable that the applicants have found it necessary to propose demolition of no. 829, in order to make the entrance to Brunswick Square wide enough for essential servicing including fire engine access. In urban design terms this reduces the sense of enclosure, the fairly consistent street wall and the distinctive difference between this open-yet-enclosed stretch of the High Road and the narrow, claustrophobic alleyways. However, the proposal includes an archway over most of the width of no. 829, which will re-establish much of the sense of enclosure and street wall and provide a clear threshold transition to Brunswick Square. 10. The quality of the public realm and enclosing building architecture of both alleyways, Brunswick Square on the northern edge of the site and Percival Court just to its south, are currently poor, with unmade surfaces to some parts, poor quality tarmac to others, and complete lack of separate pedestrian pavement, whilst the enclosing buildings include blank walls, grills and shuttered doors in buildings of poor quality, badly maintained materials and finishes. Therefore, notwithstanding regret at the necessary widening of the entrance to Brunswick Square the development will *hugely* improve that side of the alleyway, with active frontage animated by entrances and ground floor windows, overlooking from residential windows and balconies on floors above and *much* improved surface materials, new street trees and street furniture to the part of their site they propose adding to the width of Brunswick Square, also providing a safe pedestrian zone. 11. Nevertheless, it is regrettable that the applicants have not agreed to improve the *whole* of the surface of Brunswick Square in the same materials (or similar matching but of adoptable standards, as it is Adopted Highway). It is also a shame that the existing buildings on the north side are generally of a poor architectural quality, although it does include one active shopfront, making what's currently the only good contribution to the streetscape of either alleyway. It is also regrettable that they have not agreed to contribute to improve Percival Court, although that is understood to be trickier as it is not adopted and of uncertain ownership, but it *is* welcomed that the area of turning head / circulation space in their south-west corner is detailed as a continuation of the public realm of this alleyway, albeit in better materials, and no longer proposed to be gated, except for the single disabled residents' parking space and alleyway off to the northern side off Percival Court, which will be gated and for legitimate users only.	

	12. The path up their western side, labelled as “Peacock Mews”, is intended as the “meanwhile” gated approach to the front doors of the ground and first floor accommodation along that side, and is carefully and considerately detailed to provide a screen at ground level between those residential approaches, front doors and windows and the industrial activities of the neighbouring Peacock Industrial Estate. It is also capable of easily transitioning into being just the publicly open pavement along the east side of the primary north-south public street into the future development of the rest of the High Road West masterplan. The including of small ground floor commercial units at both north-west and south-west corners of the proposal would form ideal traditional “corner shops”, and if viable would further help integrate this into the completed masterplan and make a vibrant contribution to the new neighbourhood. 13. However, it is important to ensure by condition or otherwise that the public realm created in this development as extensions to Percival Court and Brunswick Square and their new Peacock Mews can be adopted or incorporated into the public realm of the wider masterplan, with matching surface treatments and street furniture and no restrictions on access and use different to the rest of the completed masterplan. I would recommend that the two alleyways, Brunswick Square and Percival Court, should eventually become pedestrian and cycle only at their eastern end, and otherwise have pedestrian pavements in the same stone or block paver and level (marked by a small kerb) as the vehicular roadway, whilst the street to the west of this site could be conventional. **Height, Bulk & Massing** 14. As mentioned above, the proposed height of the proposal confirms to what is envisaged in the masterplans with lower rise to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the podium courtyard and seven at the north-western corner, an acceptable height within the meaning of the “mansion block” typology. These heights are likely to fit in well with the rest of the masterplan. The proposed height, bulk and massing also matches that approved in the applicants’ previous cinema and residential proposal. 15. In terms of bulk and massing, the proposals step in on all sides form the applicants red-line boundaries, although this is driven as much by necessity, to provide access, servicing and fire compliance, as it is inspired by a desire to avoid overcrowding the surroundings. Nevertheless the scale and bulk proposed is appropriate to the intended street frontages concerned, with the intended street to the west, where the proposed bulk and height of development is greatest, being the wider and more important, conventional street, and the scale and bulk of the Brunswick Square frontage here proposed noticeably reducing in both eight and plan depth, commensurate with it being a narrow, tighter alleyway; even in its proposed, wider state.	

	16. Two ground floor courtyards are proposed; to the front (east) between the back of the retained High Road buildings (their later rear extensions having been removed) and the “central” wing that would also have gaps to its northern and southern sides; to the back (west) a mostly enclosed courtyard. The eastern courtyard would be of irregular shape, taking up the difference in alignment between the existing buildings on the High Road and the new, aligned with the western boundary (and future street), allowing the western courtyard garden to be rectangular and spacious. 17. To the south, their boundary steps away from Percival Court, around nos. 813-817 High Road and their long rear projection that forms the northern frontage to most of Percival Court. This neighbour fills their site apart form a small, part covered yard at the western end, but is of only one storey and modern utilitarian construction, apart from the 3 storey Georgian High Road frontage. The proposal creates a narrow servicing and fire escape passageway between along their southern boundary. The eastern courtyard is open to the south except for a single storey wing, maintaining a separation to 813-7 except where 819 is joined on as existing. The northern side of the eastern courtyard is only enclosed by a three-storey wing with a gap to the rear of the existing 827 and a glazed link to the rest of the new development, giving the separation between the existing High Road frontages of heritage significance and the main new build a spacious quality. 18. Nevertheless, the southern end of the central wing and southern wing, enclosing the western court, form a close neighbour to the rear part of the side of 813-7, currently single storey but with its own development potential that could be impinged by this application proposal. The southern wing of this application scheme is also only of shallow plan depth and steps up gradually from four storeys at the southern end of the central wing, to five storeys only close to where it meets the western side, so that the south-eastern corner of the western podium garden gets only two storey. However, any development on that site would also be bound by the adopted masterplan, including maintaining a respectful lower of matching height to their High Road frontage until at least well back into their site. This application scheme contains a gap within their land between the rear of 813-7 and the projection at their south-western corner where they step out to the building line of the north side of Percival Court. The taller four and five storey parts of the southern would look onto the gap rather than the rear of 813-7. The proximity of this proposal can be seen as acceptable provided it is accepted that some communal living-dining-kitchens (only) in this south-eastern corner, where clusters would have dual aspect onto one of the two courtyards, could be very close to a reasonable neighbouring development. 19. At both western corners, the proposals rise up and mark the corners with an extra storey (six at the southern end, seven at the northern), marking what will become, in the masterplan, significant crossroad street corners and in the northern case also the southern end of the proposed new public park. In urban design terms this is an appropriate response to their	

	intended location. They also mark the culmination of the very gradual stepping up and significant separation of new built form from the historic existing High Road frontage. **Form, Composition and Materiality** 20. Externally, the proposals will have slightly different fenestration and minor changes to form and roof profile, compared to the approved scheme, relevant to student housing rather than flats. These proposals follow a brick based architecture, using a simple palette of bricks suggested to be in harmony with those found in the surrounding neighbourhood, particularly in the High Road, most of which is an important Conservation Area with a number of statutorily listed buildings. This is proposed to be mostly a fairly dark, red brick around the northern, western and southern "outer" facades, with a lighter, buff brick onto the courtyards and the first floor of the bit linking the new build to the rear of 827 on Brunswick Square. 21. A mid-tone, bronze-coloured metal cladding is proposed for the several places with a set-back top floor; to the link element at the rear of 827 and to the taller elements along the western end of Brunswick Square, around the corner, down the whole of the western side and to the corner of Percival Court. This will act as a roof-like element and give an apparent lightness and apparent lower height to these, as well as giving a more pleasing proportioning, of "Base", "Middle" and "Top" to these somewhat taller elements, consistent with the "mansion block" typology. 22. The "Base" is the other part of that elevational grading and is here expressed sometimes in recesses and in use of a dark grey brick, occasionally both; the recesses elegantly house and reduce the prominence of potentially ugly and frontage deadening necessary ground floor bin store, bike store and plant room doors, as well as coordinating with shopfronts. This leaves a "Middle" that varies from one to three, four and five storeys each of regularly spaced and sized window openings, often set within a recess of the same metal cladding as the Top, giving them a consistent, elegant, vertical proportion. 23. The Middle sections of the proposed elevations are further embellished with a series of stacks of recessed balconies; at each outside corner of the outer red brick perimeter and in four regularly spaced stacks along the longer western façade, dividing that latter façade into an orderly, rhythmic, façade that also mark the recessed front doors to the ground floor maisonettes to this façade. The northern, Brunswick Square façade also contains one further, striking element; a two storey high arched opening. This provides both access to further servicing (gated) and a view into the courtyard garden; and out from that garden to the street, also potentially a surprising and pleasing shaft of light into the narrow street. 24. Overall, one can consider that whilst the form and composition of the proposal is complex and filled with subtle touches of cleverness, this is necessary and appropriate to respond successfully to the complex context, of dramatically different and challenging existing neighbours to all four sides, including the rear of the high quality, heritage significant buildings on the High Road and	

narrow alleyways to the north and south, as well as the likelihood of some of the surrounding context changing dramatically in the relatively short term. They are better not considered by their elevations so much as by their likely glimpsed views and key corners, as demonstrated in the elegantly urban views of the proposals in the applicants Design and Access Statement.

Residential Quality (room & private amenity space shape, size, quality and aspect)

25. The proposals are for Student Housing, to which the Nationally Described Space Standards on minimum room and flat sizes do not apply. However the applicants have provided evidence that the bedroom sizes proposed are more generous than average for student housing currently being built, which itself would be considerably better than that historically provided, and is considered by educational institutions to meet or exceed their recommendations. Some of the student accommodation is in the form of larger, standalone bed-sitting rooms (studios), but the majority are clusters of seven to twelve stud-bedrooms with a shared sitting-dining kitchen. Studios and clusters are accessed off three stair and lift cores located in the north-west, south-west and north-east corner of the second courtyard, along with three ground and 1st floor "maisonette clusters" accessed directly off the west side of the courtyard, as well as with their own door off the western side Peacock Mews / future north-south street.

26. As is expected in student housing, individual rooms / units do not have private external amenity space. However, the development includes two external communal courtyards, a roof terrace at the fourth floor, that should receive generous sunshine. There will also be internal shared amenities, including communal lounges, communal laundry, gymnasium all at ground floor around the first courtyard. Almost all studios and study-bedrooms are inevitably single aspect, however many of the clusters are dual aspect, with most of the shared sitting-dining-kitchens located on corners with dual aspect. As the layout currently follows the street pattern, some units will therefore be single aspect north facing. But the overall quality of private and communal accommodation is exemplary for student housing.

27. There are also six independent flats proposed for the converted and extended retained existing buildings on the High Road frontage, converted from the existing 1st and 2nd floors and from the added mansard roof proposed for nos. 819 & 821. These are intended to be subsidiary to the student housing, such as for visiting academics, but would have their own front doors off the High Road; in 819 & 821 both accessing a 1st floor studio flat with separate kitchen and roof terrace & 2nd-3rd floor two bed maisonette; in 825 accessing a three bedroom flat above 823 & a two bedroom flat above 825, each with their own west-facing balconies. All these flats would be dual aspect, and their room and overall sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.

Daylight, Sunlight and Privacy

	28. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide". 29. The applicants' assessments were carried out against both the existing and planned positions, including nearby approved proposals and proposals currently in for planning, including the "Goods Yard and Depot Site" and High Road West. This is likely to have made good day and sunlight harder to achieve than the existing condition, but it could be that subsequent developments elsewhere will be detrimental to day and sunlight in this development. There could be an argument that as the first to come forward, this development would have the right to "take the light", but the applicants' consultants acknowledge in their report that the Enterprise House appeal decision (Appeal Ref: APP/E5900/W/17/3191757) requires developers to consider reasonable development expectations on neighbouring sites by at least assessing their proposals against a "mirror development" of their proposals on neighbouring likely development sites. This has been done for assessing the impact of this proposal on neighbouring existing buildings, but not for assessing the impact of likely future neighbouring developments in this development, or of the likely impact of this proposal on likely neighbouring developments. 30. Their assessment finds the proposed development achieves good levels of daylight and sunlight in most of the PBSA and flats over the High Road frontage, with of the 328 rooms assessed, 246 (**75%**) would meet the target daylight illuminances adopted in their assessment (100 lux for bedrooms, 150 lux for shared LKDs, studios, bed-living rooms and indoor amenity spaces, and 200 lux for a KD and a kitchen). This comprises 237 rooms (77%) in the PBSA building and 9 (47%) in the High Road buildings. In the bedrooms, the desk would typically be positioned close to the window where the median illuminance would generally be at least 200 lux. The applicants' consultants note reasonably that requirement for the design to balance daylight with passive solar gain and overheating considerations precludes the provision of more or larger windows or the use of glazing with higher visible light transmittance, and to provide further context, daylight provision was also assessed using the ADF methodology under the superseded 2011 edition of the BRE guide, finding much higher daylight results, partly because more conservative internal surface reflectance must now be used in calculations. 31. For sunlight to their proposals, their assessment finds that 64 out of 88 (**73%**) of cluster flats and studios would satisfy the guideline for normal residential development of at least 1.5 hours of sunlight on 21 March, and five out of seven of the indoor communal amenity spaces would exceed or be close to that target. Of the three outdoor amenity spaces, one would satisfy the guideline of at least 2 hours of sunlight over 50% (the 4th floor roof terrace - in fact over all of its area), although the courtyards, perhaps not surprisingly, would not receive much sunlight in	

	March (although they would in June), meaning the students would have access to well sunlit external space on this roof terrace, if not so often in the more overlooked courtyards used more for fresh air and circulation. 32. The assessment of the impact of these proposals on existing neighbouring developments shows that there would be only very minor noticeable loss of daylight and noticeable loss of sunlight, namely: 831-833 High Road, 813-817 High Road and 811a High Road. In the case of 831-833, which is on the north side of Brunswick Square, the loss would be the same for a mirror image of their building on the applicants' site, so the loss is not unreasonable and currently benefits from unexpectedly good daylight due to there being only single and two storey buildings opposite them on the application site. To 813-187 one living room would lose a barely noticeable amount of daylight, taking it down to nearly 26% Vertical Sky Line (just below the 27% recommendation); only bedrooms would lose more and then not catastrophically so. The rooms affected in 811a are in an unbuilt proposed development, and would retain a good VSC of the low 20s%. 33. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected. In this case, the levels of day and sunlight achieved are reasonable, if not great (when concerns at the full effects of likely neighbouring developments are born in mind), but this should be balanced against being part of a vibrant high density development right on a busy high street, and as part of a masterplan that will deliver significant public realm, public amenity and regeneration benefits. 34. Privacy between habitable rooms within the development is tight, as is inevitable in a fairly high density, low rise development, and is most probably similar to those existing dwellings in close proximity to the High Road, but there are relatively few existing residential dwellings in close proximity. There are existing 1st and 2nd floor flats over the High Road frontage in 813-817 immediately to the south of the application site, with windows facing west across the roof of their single storey rear extension, south-east of this proposed development, as well as 1st and 2nd floor flats over the High Road frontage of 831-833 High Road, on the north side of Brunswick Square, immediately north of the development. There is also a permitted development on the south side of Percival Court (807 High Road) containing residential 1st, 2nd and 3rd floor windows facing north. No existing external amenity spaces would be overlooked.	

	35. Both the cases on the opposite sides of the alleyways should have less expectation of privacy from windows facing the street, but across an alleyway with close proximity, greater effort should be made to avoid overlooking. Nevertheless the distance of the proposal from both 807 and 813-817 is approaching or over the 18m beyond which the human face cannot be recognised, normally considered the threshold over which distance confers privacy. The only privacy issue would seem to be for 831-833, and only from two study-bedrooms, in the "link" building between the main quadrangle and the rear of 827, which would have windows and its roof terrace close to the existing dwellings' windows, but these are designed to direct the line of sight away from the existing neighbours. 36. A consideration of the effects of wind microclimate or other environmental effects would not be relevant to the design assessment on this low to medium rise development.	
LBH Lead Local Flood Authority/Drainage	Thank you for consulting us on the above planning application reference number HGY/2023/2306 for the full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses at 819-829 High Road, Tottenham, London, N17 8ER After reviewing the applicant's submitted Drainage Strategy document reference number HRW-BHE-PW-XX-RP-CI-03000 – 0049225 Revision PO3 dated 16th August 2023 as prepared by Buro Happold Consultant and other related documents and drawings accompanying the planning application, we have no comments, or major concerns relating to the above full planning application. We are therefore content with the submission, and if the proposed scheme is constructed and maintained as per the above attached Drainage Strategy report, we are satisfied that the impact of surface water drainage has been appropriately addressed.	Noted the proposed SuDS features are acceptable subject to management and maintenance being secured by condition.
LBH Pollution & Air Quality/Contaminated Land	**Re: Planning Application HGY/2023/2306 at 819-829 High Road, Tottenham, London, N17 8ER** Thank you for contacting the Carbon Management Team (Pollution) regarding the above planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to	Noted conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental Management Plans

	student accommodation (Sui Generis) and commercial, business and service (Class E) uses and I would like to comment as follows. Having considered all the relevant submitted information including; Design and Access Statement, prepared by F3 Architects dated August 2023; Sustainability and Energy Statement with reference HRW-BHE-PW-XX-RP-YS-0005, prepared by Buro Happold Ltd, dated 21st August 2023 taking note of the proposal to make use of the existing DEN as well as Air Source Heat Pumps and solar PV panels; Land Contamination Assessment (Phase 1) with reference HRW-BHE-PW-XX-RP-CG-0001, prepared by Buro Happold Ltd, dated 11th August 2023 taking note of sections 5 (Preliminary Geoenvironmental Risk Assessment) and 6 (Conclusions and Recommendations); Air Quality Assessment with reference J10/14484A/10/2/F2, prepared by Air Quality Consultants Ltd, dated 23rd August 2023 and Site Construction Management Plan prepared by Arcadis dated the 5th July 2023, **please be advised that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.** **1. <u>Land Contamination</u>** Before development commences other than for investigative work: a. Using the information already submitted in Land Contamination Assessment (Phase 1) with reference HRW-BHE-PW-XX-RP-CG-0001, prepared by Buro Happold Ltd, dated 11th August 2023, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. **<u>Reason:</u>** To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. **2. <u>Unexpected Contamination</u>**	which are all recommended.

	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. **Reasons:** To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework. **3. NRMM** a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. **Reason:** To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. **4. Demolition/Construction Environmental Management Plans** **a.** Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst **b.** Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The following applies to both Parts a and b above: a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).	

	b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include: i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.	

	The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out. **Reason:** To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality." **Informative**: 1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. **Notwithstanding the above, should the submitted energy strategy be revised to include a combustion plant, the applicant will have to submit an updated Sustainability and Energy Statement and Air Quality Assessment in order to determine the likely operational effect of the development on local air quality.** I hope the above clarifies our position on the submitted application? Otherwise, feel free to contact us should you have any further query in respect to the applications quoting M3 reference number WK/581444. Kind Regards, **Edward Ritchie** _____ **Pollution Officer** Carbon Management, Placemaking and Housing, Haringey Council	
LBH Transportation	**Transportation Planning Comments** **HGY/2023/2306, 819-829 High Road, Tottenham, London, N17 8ER** **Date:** 30/11/2023 **Proposal:** Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-	Following satisfactory responses to queries, no objection subject to recommended conditions and s106 obligations. Some requests have not been sought where these go

	827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. **Description** An application has been received seeking planning permission to demolish the existing building to the rear of 819-829 High Road and redevelop the site for purpose-built student accommodation (Sui Generis) and flexible use commercial, business, and service use (Class E). The site would make provision for 1 on-site disabled parking bay. However, no electric vehicles charging points would be provided for the space. The residential cycle parking provision would be 215 long-stay, 9 short-stay and commercial cycle parking 4 long-stay and 9 short-stay. The site is currently used as a private hire venue on the Peacock Industrial Estate and has approximately 50 car parking spaces on-site. It can be accessed from Brunswick Square. Brunswick Square is adopted highway and Percival Court is privately owned. The site is in close proximity to Tottenham Hotspur Stadium. The commercial units will have a gross external floor area of 238 sqm GEA. The site is located within the Tottenham North CPZ, which restricts parking to permit holders only Monday to Saturday between the hours of 0800 – 1830, with extended hours on events days and extra hours on Sundays and Public Holidays. There are pay by phone parking bays located on High Road with a max stay of 2 hours and different operating times on event days. The proposal site PTAL rating ranges from 4-5 indicating that its access to public transport is very good when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The proposal site has convenient access to local shops, services, facilities and transport links. White Hart Lane Overground station is easily accessible from the location site with it only being approximately: a 4min walk and 2min bike ride. The site is served by several bus routes on High Road and White Hart Lane. **Unit mix** Proposed: 287 x student rooms. **Car parking** Planning Policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6 Car parking 10.6.5 states that '*where no standard is given, the level of parking should be determined on a case-by-case basis taking into account of Policy T6 Car Parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity'.* This policy will be utilised because no guidelines are specifically given to student accommodation within the London Plan 2021. This policy states that car free development should be a starting point for all proposals in places that are or planned in locations which are well connected to public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). This is further supported with Haringey Council's published Development Management DPD, Policy DM32 Parking states that the council will support proposal for new developments with limited or no on-site parking, where: • There are alternative and accessible means of transport available.	beyond what was previously requested under the extant permission and there have been little or no material changes in that regard.

	• Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index. • A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development. • Parking is provided for disabled people. • Parking is designated for occupiers of developments specified as car capped. Taking into account the above policies and the sites car free nature, apart from the single provision of disabled parking bay, the development is in accordance with policy. To further ensure that the development does not produce any local vehicle trips the applicant would be required to enter into a S106 agreement prohibiting students from acquiring a residents parking permit. With regards to disabled parking bays the Highway Authority appreciates the provision of on-site disabled parking for students of the development. Supplementary information has been provided by the applicant's transport consultants on the method used to work out the disabled parking provision for the site. The applicant should identify and allow for the possible increase in the provision of on-site disabled parking bays as when the demand for it arise, as the number of those occupying the site will be around 287. Consequently, there may be a higher possibility of residents requiring use of a parking space due to disability and number of those living on-site. This supported by the London Plan 2021 Transport 10.6.23 which states that '*The provision of disabled persons parking bays should be regularly monitored and reviewed to ensure the level is adequate and enforcement is effective'.* All designated disabled person's parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1. **Trip generation** Trip generation has been submitted as part of the application and included within the Transport Assessment. TRICs survey sites have been used as the basis of the analysis, with all 6 sites being used within London and bedroom numbers ranging from 103 – 1,100. Most of these sites have been surveyed before Covid 19 and its subsequent lockdowns, which could allude to differences in travel patterns from surveys conducted during Covid 19. Therefore, these sites might not truly reflective of what current travel trips might be from student accommodation. Trips for all modes of transport have been provided on for the AM and PM peaks only, with these trips being quite low for the number of bedrooms that are being provided for this proposal. It is more highly likely that most trips will be spread throughout the day as student accommodation does not tend to have the same AM/PM travel as residential developments. Additionally, this development it more likely to provide more cycling trips as a result of the high provision of on-site cycle parking. Overall, the Highway Authority finds the trip generation to be acceptable. **Car club**	

	The Highway Authority would require the developer to enter into a S106 agreement with Haringey Council for them to provide car club facilities in the local vicinity of the location site for the potential occupants of the development to make use of. This would assist with reducing the rate of car ownership from residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The Highway Authority would require the applicant to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future car club demand from the development. The applicant will be required to provide 3 years car club membership for each residential unit, along with £50 driving credit, which has been already stated within the submitted Transport Statement for this site. **Cycle parking** The proposal site cycle parking provision for the student accommodation will be based upon standards within the published London Plan 2021 Policy T5 Cycle which are 0.75 spaces per bedroom for long-stay and 1 space per 40 bedrooms for short-stay. Use Class B1 long-stay 1 space per 150 sqm (GEA) and Use Class A3 short-stay 1 space per 40 sqm (GEA) have been used to determine the commercial on-site cycle parking by the developer. No justification or evidence has been given on the different Use Classes that have been used to determine this site's commercial cycle provision or information which displays the workings out for the provision. Overall, the development would see the provision of 215 long-stay and 9 short-stay for the student accommodation and 4 long-stay and 9 short-stay for the commercial properties. The Highway Authority finds the student accommodation cycle provision to be satisfactory as it is in accordance with policy. Plans have been received detailing the location of the on-site cycle parking for long-stay would be spread over 5 internal locations, with bikes being able to be parked on two-tier racks. These locations can be accessed from inside the courtyard of the development and outside on Brunswick Square and High Road. Short-stay cycle parking will be provided in the form of Sheffield stands on Brunswick and Percival Square. No information apart from floor plans have been provided on the exact design of the secure long-stay cycle parking for both the student accommodation, commercial units and how parking will be secure for students. This issue can be addressed with a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site. **Electric vehicle charging** It appears with the provision of the 1 disabled parking bay on-site that it would not be supported with any electric vehicle charging points. The published London Plan 2021 does not contain any specific guidance on the provision of electric charging points for student accommodation. Although, Haringey Council's Development Management DPD, Chapter 5 Transport & Parking 5.5 states that *'the Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles'.* Therefore, the Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise	

	the support of electric vehicle travel to the site. This issue can be addressed by way of a planning condition. **Access** The submissions Transport Assessment has included an Active Travel Zone (ATZ) assessment which has covered a 20-minute cycle distance from the site. It includes an assessment of the environment and main routes for both pedestrians and cyclists to the site, along with key destinations. These routes have been assessed using Healthy Streets and suggestions on how they can be improved for both. These routes are as follows: from the Site to Upper Edmonton High Street, from the Site to Northumberland Park Rail Station, from the Site to Bruce Castle Park, from the Site to St. Paul's Church on Park Lane, and from the Site to Lordship Lane. Collision data has been included within the ATZ by the developer for a three-year period to November 2020. However, the data has been presented in a table with the junction locations given, which can make the data hard to follow and understand. Consequently, the Highway Authority has examined collision data via Transport for London's Road Safety Data Reports that only included pedestrians and cyclists in the mode of transport. It can be seen in the vicinity to the junction with Northumberland Park and High Road that 4 slight and 1 serious collision took place that involved both cyclists and pedestrians, this has taken place near to Percival Court. 2 slight collisions involving a cyclist and pedestrian at the junction Brunswick and High Road. Additionally, 2 slight and 1 serios collisions happened on the junction with White Hart Lane and High Road. Therefore, the Highway Authority would require the developer to provide funding towards a highway improvement scheme which will address issues surrounding pedestrian and cyclist road safety within the vicinity of the site. **Highways works** As previously mentioned, Brunswick Square is an adopted road which the developer wishes to propose several changes to it as part of this application. The road will be widened as to provide a better and safer environment for vehicles servicing and delivering to the site and those occupants who cycle to/from it. The southern side of Brunswick Square is envisaged to have a footway and provide pedestrian route to the Printworks building. The road will have a max speed of 20 mph which is reflective of that on High Road. All works that take place on the adopted highway will be subjected to a S.278 agreement between the applicant and the Council. The applicant will be required to enter the S.278 agreement before any works commence on site. Clarification is required on the widening of Brunswick Square and adoption of the new strip of land byway of a S.38 agreement including the commuted sum for maintenance. **Service and Delivery** A draft Service and Delivery Plan has been received which sets out some detail for the site. All of the sites proposed servicing and deliveries would take place on two new loading bays which are located on the southern part of Brunswick Square. Refuse collection is anticipated to take place on the loading bays and be done by a private refuse collector, the bays are nearby to the sites refuse stores. Vehicle types that are expected to service the commercial units are expected to be a combination of heavy and light good vehicles, with a maximum length of 8m and weight of 7.5t. The student accommodation	

	would have services/deliveries by Light Goods Vehicles (LGV) of 6m length and Medium Goods Vehicles (MGV) of 8m length. A turning head located northern part of the development, and which leads onto Brunswick Square would be provided for vehicle servicing/delivering to turn around and leave in a froward gear back onto High Road. Some swept path drawings have been provided as a part of the Transport Statement which displays the loading bays being fully occupied with a vehicle leaving whilst a vehicle is still parked up. However, it is difficult to distinguish between the different type of vehicles that are shown in the drawings. Nothing has been suggested on how the turning head will be managed to prevent vehicles from parking inside of it and blocking access for vehicles visiting the site to fully manoeuvre and leave in a forward gear. The Highway Authority will condition the submission of Service and Delivery Plan. **Construction and logistics** A draft Construction and Logistics Plan has been developed and submitted a part of this submission, which sets out the basic principles to the development construction. Provision should be made for on-site cycle parking for workers, as this will promote cycling to the site, and it is well supported by local cycle infrastructure. Given the sites connectivity to public transport and the locality of CPZs no on-site car parking should be provided for workers. Deliveries will be made between the hours of 08:00 – 15:00, although this would mean that deliveries are being made within the peak times. The following times: 08:00-09:00, 15:00-16:00, and 17:00-18:00 are recommended to be avoided by the delivery vehicles. This is to avoid peak time traffic and school drop-off/pick up times by both construction and delivery vehicles visiting the site. There is mention of Brunswick Square being used for access and egress of vehicles, though no details were given on whether the access would be widened before the stage which would require larger vehicles to visit the site as it is currently only has a width c.3.4m. Effort should be made to have a process in place to deal with deliveries that turn up late or announced as to deal to avoid any negative impact to the highway. Overall, the Highway Authority welcomes the inclusion of a draft Construction and Logistics Plan, though a more detailed documented is needed. The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site. **Recommendation** There are no highway objection to this proposal subject to the following conditions and s.106 obligations. **Conditions** <u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver	

	plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway. 2. Cycle Parking The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered, and secure student accommodation cycle parking for 215 long-stay cycle spaces, with 9 long-stay, and commercial cycle parking for 4 long-stay and 9 short-stay. The applicant will be required to submit plans to the Highway Authority in detail showing the design and type of on-site cycle parking for both short and long stay, the details should be submitted before development commences on site. Reason: To ensure that cycle parking is provided in line with the published London Plan 2021 Policy T5 Cycle and Transport for London's published London Cycle Design Standard (LCDS). 4. Electric Vehicle Charging Subject to a condition requiring the provision of 1no. active electric vehicle charging points to serve the on-site parking disabled persons parking bay spaces from onset. Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking. 5. Disabled Parking Bays The applicant will be required to submit and provide plans showing 1no. on-site disabled persons parking bays. REASON: to ensure the development is in accordance with the published London Plan 2021. **S.106 Obligations** 1. Construction Logistics and Management Plan The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the temporary arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.	

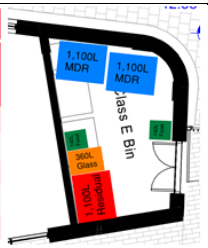
	b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highway dilapidation survey. f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities. <u>2. Car-Free Agreement</u> The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity. <u>3. Car Club Membership</u> The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years’ free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. <u>4. Student Accommodation Travel Plan</u> Within six (6) months of first occupation of the proposed new student accommodation development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.	

	Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 5. Commercial Travel Plan The Applicant will be required to enter a Section 106 agreement to secure a commercial Travel Plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport: a) The applicant submits a commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures: a) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development. d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32. 6. Highways works The applicant will be required to provide a detailed design for Brunswick Square, including CCTV, lighting improvements, details will also be required in relation to the proposed widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective. The owner will be required to enter into agreement with the Highway Authority under Section 38, 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate will be based on current highways rates for the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the cost estimate for the permanent works. The applicant will be required to enter into the required agreements before development commences on site. Reason: To implement the proposed highways works to facilitate future access to the development 7. Highways Local Safety/ Vision Zero contribution	

	In line with the comments and the review of the ATZ submitted as part of the development proposal, we will require the applicant to pay a contribution of one hundred thousand pounds (£100,000) toward the Council accident reduction strategy to reduce pedestrian and cycle collision on the corridor between the Junction of Park Lan j/w the High Road and High Road j/w Brantwood Road. Reason: to mitigate the against the additional pedestrian and cycling trips that will be generated by the site and the potential increase in pedestrian and cycling collision, in line with the Mayors Vision Zero strategy and the Borough's collision reduction strategy.	
Tree Officer	From an arboricultural point of view, I hold no objections to the submitted landscape plans showing the courtyard and entrance planting. The tree species choice has good urban fitness and interest. An aftercare plan to establish the trees and plantings should be secured by condition. Aftercare management shall last five years until establishment with replacements required for any losses during that space of time.	Noted – Condition recommended.
LBH Waste Management	<u>Comments dated 17/10/2023.</u> I've looked at the additional information provided by the applicant, and these have addressed the concerns I raised. On this basis I don't have any other comments. <u>Applicant comments dated 17/10/2023.</u> In response to the comments made by the Nlwa & Waste Strategy Manager on 3rd October, Arup and F3 have reviewed the commercial waste stores and can confirm that the stores would not need to be resized to accommodate four days waste. Their response is copied below. *Commercial waste* • *According to the DAS pg. 154 commercial waste calculations are based on 2 days storage and refuse and recycling are to be collected daily. We accept that commercial waste collection companies can provide up to twice daily collections, 7 days per week, however we would advise against sizing of the bins store and number of bins based on minimum size/number and maximum collections. The store should be sufficient space to store waste for at least 4 days.* Four days waste can be accommodated. No additional bins would be required for the southwest bin store. One additional 1,100 litre Eurobin and one additional 140 litre wheelie bin would be required (for MDR and food waste respectively). The updated requirements are shown below in the right-hand tables and the image below shows that the additional bins for the northeast store can be accommodated without increasing the size of the store	Noted – Acceptable proposals in terms of waste.

Northeast bin store commercial two-day waste storage				
Waste Stream	Uncompacted Waste (m³)	Waste container		Space required (m2)
		Description	Number Required	
Residual	0.44	1,100 litre bin	1	3.55
MDR	0.78	1,100 litre bin	1	3.55
Glass	0.03	360 litre bin	1	1.50
Food Waste	0.11	140 litre bin	1	1.00
Total	**1.36**	-	**4**	**9.60**

Northeast bin store commercial four-day waste storage				
Waste Stream	Uncompacted Waste (m³)	Waste container		Space required (m2)
		Description	Number Required	
Residual	0.88	1,100 litre bin	1	3.55
MDR	1.56	1,100 litre bin	2	7.10
Glass	0.05	360 litre bin	1	1.50
Food Waste	0.23	140 litre bin	2	2.00
Total	**2.73**	-	**6**	**14.15**



Southwest bin store commercial two-day waste storage				
Waste Stream	Uncompacted Waste (m³)	Waste container		Space required (m2)
		Description	Number Required	
Residual	0.17	1,100 litre bin	1	3.55
MDR	0.10	1,100 litre bin	1	3.55
Glass	0.02	360 litre bin	1	1.50
Food Waste	0.07	140 litre bin	1	1.00
Total	**0.35**	-	**4**	**9.60**

Southwest bin store commercial four-day waste storage				
Waste Stream	Uncompacted Waste (m³)	Waste container		Space required (m2)
		Description	Number Required	
Residual	0.35	1,100 litre bin	1	3.55
MDR	0.19	1,100 litre bin	1	3.55
Glass	0.03	360 litre bin	1	1.50
Food Waste	0.14	140 litre bin	1	1.00
Total	**0.71**	-	**4**	**9.60**

- *In the WMP there is reference to specialist waste streams such as WEEE, batteries and lightbulbs which will require the site to be licenced or have exemptions for such waste so evidence of this should be available if requested once the development is inhabited. The developer has confirmed that any waste from maintaining lawns, trees, hedges and flower beds will be disposed of by the appointed contractor.* Noted

Purpose built student accommodation (PBSA)

- *As outlined in the Waste management plan it is proposed that student accommodation waste is collected weekly and storage space has been provided in accordance with the generation rates provided by LBH waste officers with one bedroom counted as one dwelling (see attached email for agreed calculations). Space has also been provided for food waste storage and for bulky waste. Student waste stores are provided for each core unit for students to deposit their waste. The waste from the PBSA blocks A,B &C will be consolidated to a single area accessible from Brunswick Place for collection. These measures are acceptable and meet or requirements.* Noted

<u>Comments dated 03/10/2023.</u>

I've had a look at the DAS and waste management plan (WMP) for this development and have the following comments.

Commercial waste

	• According to the DAS pg. 154 commercial waste calculations are based on 2 days storage and refuse and recycling are to be collected daily. We accept that commercial waste collection companies can provide up to twice daily collections, 7 days per week, however we would advise against sizing of the bins store and number of bins based on minimum size/number and maximum collections. The store should be sufficient space to store waste for at least 4 days. • In the WMP there is reference to specialist waste streams such as WEEE, batteries and lightbulbs which will require the site to be licenced or have exemptions for such waste so evidence of this should be available if requested once the development is inhabited. The developer has confirmed that any waste from maintaining lawns, trees, hedges and flower beds will be disposed of by the appointed contractor. **Purpose built student accommodation (PBSA)** • As outlined in the Waste management plan it is proposed that student accommodation waste is collected weekly and storage space has been provided in accordance with the generation rates provided by LBH waste officers with one bedroom counted as one dwelling (see attached email for agreed calculations). Space has also been provided for food waste storage and for bulky waste. Student waste stores are provided for each core unit for students to deposit their waste. The waste from the PBSA blocks A,B &C will be consolidated to a single area accessible from Brunswick Place for collection. These measures are acceptable and meet our requirements.	
EXTERNAL		
Active Travel England	In relation to the above planning consultation and given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England (ATE) will not be providing detailed comments on development proposals in Greater London at the current time. However, ATE and TfL have jointly produced a standing advice note, which recommends that TfL is consulted on this application where this has not already occurred via a Stage 1 referral to the Mayor of London. Our standing advice can be found here: https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes	Noted.
National Gas Transmission assets	Regarding planning application HGY/2023/2306, there are no National Gas Transmission assets affected in this area.	Noted.
Georgian Group	No comments to make.	Noted.

Greater London Archaeology Advisory Service (GLAAS)	**819-829 High Road, Tottenham, London, N17 8ER** Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses **Recommend Two (2) Archaeological Conditions** Thank you for your consultation received on 2023-09-18. The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. Assessment of Significance and Impact The planning application lies in the Ermine Street Archaeological Priority Area identified in the borough's Local Plan [77008]. The application site lies on the projected line of the Roman road of Ermine Street and remains of the road and contemporary roadside activity where it crosses the Moselle can therefore be expected. This potential is illustrated by the Roman finds at Snell Park made to the north of the application site in 1956 near where the road crosses Pymme's Brook. Later remains of roadside settlement on the site or in the close vicinity are present in historical records from the fourteenth century and mapped from the seventeenth century. Topographically and geologically, the site occupies the River Lea's low terrace. The Leyton gravels here (often mapped as Kempton Park) are often capped by brickearth and as a result have potential for early and later prehistoric remains. The Corcoran Lea Valley monograph puts prehistoric archaeological potential in this zone as moderate - disagreeing with the applicants' consultants who describe it as low - and it also puts Roman potential as being much higher than the applicants' archaeological assessment does. I am disappointed that they have not addressed this since their earlier assessment. Roman burials can be reasonably expected given the established pattern of funerary activity close to the headwaters of the Lea's tributary valleys, in this case the Moselle to the south and Pymme's Brook	Conditions and informatives attached as recommended.

	to the north, and the already mentioned presence of the Roman road. Alongside prehistoric and Roman potential at the site suggested by its geography, hydrology and geology, there are also possible mediaeval and post-mediaeval remains, illustrated by the listed buildings on site and nearby and the nineteenth century occupation of the site by the Brunswick Brewery. As with the last application, there continue to be missed opportunities for such an extensive development to reflect and celebrate local heritage and address policy aims in that area. Demolition of the locally listed 829 High Road and the rear of 827 High Road would merit historic buildings recording, pre-loss. <u>Planning Policies</u> NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities. If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. <u>Recommendations</u> I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise historic buildings recording, archaeological evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching two (2) planning conditions as follows: **CONDITION 1:** No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included	

	within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. Where appropriate, details of a programme for delivering related positive public benefits C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. *Informative Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.* **CONDITION 2:** No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and A. The programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI *Informative: The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with* *Reason: Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF*	

	These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to these pre-commencement conditions, please let us know their reasons and any alternatives suggested. Without these pre-commencement conditions being imposed the application should be refused as it would not comply with NPPF paragraph 205. I envisage that the archaeological fieldwork would comprise the following: **Evaluation** An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted. And: **Historic Building Recording** Historic building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published. To RCHME Level 3 with a public outreach element included. You can find more information on archaeology and planning in Greater London on our website. This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters. Yours sincerely Adam Single Archaeology Adviser Greater London Archaeological Advisory Service London and South East Region	

Health and Safety Executive	**1. <u>Substantive response for the local planning authority</u>** Headline response from HSE 'content' **Scope of consultation** 1.1. The above consultation relates to the erection of a new residential student development comprising of 1,514 beds in four 8 storey residential blocks: - **Block A** - comprises residential accommodation (residential flats, maisonettes, studios, residential bedsits, cluster flats), common amenity spaces and ancillary accommodation. With a block height of circa 12.5m. - **Block B** - comprises residential accommodation (residential flats, maisonettes, studios, residential bedsits, cluster flats), commercial units, common amenity spaces and ancillary accommodation. With a block height of circa 18.5m. - **Block C** - comprises residential accommodation (residential flats, maisonettes, studios, residential bedsits, cluster flats), commercial units, common amenity spaces and ancillary accommodation. With a block height of circa 15.5m. 1.2. It is understood all three blocks are served by single staircases. Block B has a firefighting shaft, all staircases served by a dry rising main. Block B is a relevant building. The remaining blocks are buildings within the curtilage of a relevant building. 1.3. It is noted that the adopted fire safety design standard is British Standard 9991 ('BS9991') for residential areas, British Standard 9999 ('BS9999') for commercial areas and ADB Volume 1 used for requirements of sprinklers and external walls. HSE has assessed the application accordingly. 1.4. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. HSE has identified a number of items as supplementary information, set out below. The applicant is advised to consider these matters in advance of later regulatory stages. **1. <u>Supplementary information</u>** *The following information does not contribute to HSE's substantive response and should not be used for the purposes of decision making by the local planning authority.* **Fire Statement** 2.1. HSE acknowledges that the RIBA 3 Fire Strategy, provided with this application is comprehensive. This is welcomed and has supported the HSE's assessment process.	Response noted.

	Photovoltaic Panels 2.2. The roof plan drawings for each block show the proposed installation of photovoltaic panels (PV panels). Where the roof top installation of PV panels is proposed, it should be noted that fire safety standards require suitable support of cabling to avoid obstruction of escape routes and firefighting access due to the failure of fixings and consideration should be given to ensure that all power supplies, electrical wiring and control equipment is provided with appropriate levels of protection against fire. **New studio apartments** 2.3. Section 4.5.3 of the RIBA 3 Fire Strategy details the Studio accommodation provision. 2.4. Fire safety standards state that "the kitchen should be enclosed in open-plan flats having an area exceeding 8m × 4m. Cooking appliances in open-plan flats having an area smaller than 8m × 4m should not be adjacent to the entrance of the flat." Cooking facilities should be located at the most remote part of the flat to protect the means of escape. Any design changes necessary will not affect land use planning in this instance and will be subject to later regulatory consideration. **Cluster accommodation** 2.5. Plan drawings show single means of escape from cluster accommodation in Blocks A, B and C is by way of a common corridor/lobby serving studio dwellings. 2.6. Fire safety standard 9991 states that: *"The cluster should be lobbied from any staircases serving the building (i.e. a protected lobby should be formed between the cluster front entrance door and the stair door)"*. Where travel distance is measured to a stair lobby door the lobby should not directly connect with any dwelling, storage space or any other space containing a potential fire hazard. 2.7. Any design changes necessary are unlikely to affect land use planning in this instance and will be subject to later regulatory consideration. 2.8. HSE welcomes that the cluster kitchens(s) in Blocks A, B and C of the building on most levels are located at the end of the corridor away from the final exit (cluster entrance door). However, it is noted that the position of the cluster kitchen on the top floor of Block B results in cluster bedrooms having to pass the kitchen door to exit the cluster. 2.9. The cited fire safety standard states kitchens should be located at the remote end of the corridor away from the final exit to the cluster and it will be for the applicant to demonstrate compliance at later regulatory stages. Additionally, any necessary internal alterations are unlikely to affect land use planning considerations.	

	Means of escape 2.10. Section 3.3 of the RIBA 3 Fire Strategy states that mechanical smoke extract will be located in all stair core lobbies. The CFD for the mechanical system will be carried out at the detailed design stage; this CFD will also be used to assess and validate the tenability conditions within the common corridors for means of escape and firefighting. 2.11. It will be for the applicant to demonstrate that the means of escape is capable of being safely and effectively used at all material times, including during firefighting operations, and that the proposed fire engineered solution(s) provides an equivalent level of fire safety to that of code compliance. 2.12. This matter will be considered at a later regulatory stage. If the CFD analysis does not support the design, then this may affect land use planning considerations. **Habitat/green roof** 2.13. A habitat or green roof may constitute a fire hazard as it requires a regular management and maintenance regime. Paragraph 12.3 of Approved Document B volume 1 ('ADBv1') states; *"separation distance is the minimum distance from the roof, or part of the roof, to the relevant boundary. Table 12.1 sets out separation distances by the type of roof covering and the size and use of the building. In addition, roof covering products (and/or materials) defined in Commission Decision 2000/553/ EC of 6 September 2000, implementing Council Directive 89/106/EEC, can be considered to fulfil all of the requirements for the performance characteristic 'external fire performance' without the need for testing, provided that any national provisions on the design and execution of works are fulfilled, and can be used without restriction"*. 2.14. It will be for the applicant to demonstrate that the proposed habitat roofs are viable in relation to fire safety. This will be subject to further consideration at a later regulatory stage. 2.15. It will be for the applicant to demonstrate that the proposed green roofs are viable in relation to fire safety. This will be subject to further consideration at a later regulatory stage. 2.16. This document Fire Performance of Green Roofs and Walls (publishing.service.gov.uk) will provide guidance on the fire performance aspects of green roof and wall construction and maintenance. **Fire service access and facilities**	

	2.17. The applicant's proposal within the RIBA 3 Fire Strategy shows access and parking adjacent to the firefighting shaft in Block B and is proposed to incorporate the undercroft access to the western courtyard off Brunswick Street. 2.18. Although the proposed access appears to be acceptable, the landscaping layout seems to be restrictive, particularly regarding firefighting operations in a developing fire situation. The inclusion of a designated fire appliance parking space would help secure the straightforward commencement of firefighting operations. 2.19. Firefighting operational guidance published by the National Fire Chiefs' Council stipulates that firefighter 'entry control points' should be established in a safe position, in safe air, near the scene of operations. Furthermore, firefighters must consider the potential for escalation of the incident, and the best access to and egress from the scene of operations. 2.20. Any design changes necessary are unlikely to affect land use planning in this instance Health and Safety Executive and will be subject to later regulatory consideration. However, care should be taken to ensure firefighting operations are not impeded by a cluttered environment in the courtyard when developing the landscape design. Some of the indicative designs shown in the application would not provide for reasonable firefighting access and facilities. Yours sincerely Gareth Underhill Fire Safety Information Assessor	
Historic England	Historic England have authorised the Local Planning Authority (LPA) to determine the application for listed building consent (HGY/2023/2307) as they see fit. They suggested that the LPA seek the views of their specialist conservation advisers.	Noted officers have sought the views of their specialist conservation advisers.
London Fire Brigade (LFB)	No comment on the proposals received.	Comments have been received from the HSE and LBH Building Control who find the proposals acceptable.
Metropolitan Police - Designing Out Crime Officer (DOCO)	**Re: Planning Application at:** 819-829 High Road, Tottenham, London, N17 8ER **Proposal:**	Condition and informative recommended.

	Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. Dear Haringey Planning, ***<u>Section 1 - Introduction:</u>*** Thank you for allowing us to comment on the above planning proposal. With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1). We met with the original project Architects in 2022 and August 2023 to discuss Crime Prevention and Secured by Design at pre-application stage and discussed our concerns around the design and layout of the development. This has been demonstrated within the Design and Access statement, but has omitted the recent change of design criteria to include student accommodation the main feature of the development. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage. At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, in light of the changes to the original design criteria, in particular around the student accommodation, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects that ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. ***<u>Section 2 - Secured by Design Conditions and Informative:</u>***	

	In light of the information provided, we request the following Conditions and Informative: **Conditions:** A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve **'Secured by Design' Accreditation**. Accreditation must be achievable according to current and relevant **Secured by Design** guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details. B. Prior to the first occupation of each building, or part of a building or its use, **'Secured by Design'** certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained. **Reason:** In the interest of creating safer, sustainable communities. **Informative:** The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available **free of charge** and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. ***Section 3 - Conclusion:*** We would ask that our department's interest in this planning application is noted and that we are advised of the final **Decision Notice**, with attention drawn to any changes within the development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind. Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office. Yours sincerely, **Lee Warwick 1977CO**	

	Designing Out Crime Officer Metropolitan Police Service	
National Grid	There are no National Grid Electricity Transmission assets affected in this area.	Noted.
NHS London Healthy Urban Development Unit	**HGY/2023/2306 - The Printworks** **Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses.** <u>HUDU Response to Haringey Planning Application</u> Haringey GPs, acute and mental healthcare services are under substantial pressure with limited space and recruiting additional clinicians, e.g., pharmacists and physiotherapists, to provide enhanced services to local people. This is a particular concern in the North Tottenham Area. To meet the health needs of the new residents of the proposed schemes, and to limit adverse impacts on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The site lies within the High Road West area allocated as site NT5 in the Tottenham Area Action Plan (2017). The High Road West Masterplan Framework (2014) acknowledges that additional healthcare provision is needed in the area, particularly primary care services. The site benefits from an extant planning application to provide 72 new homes, a cinema and supporting commercial units. The HUDU Planning Contributions Model calculated a primary healthcare requirement of £35, 845 for this development. This took into account that the two closest GP practices (Tottenham Health Centre and Somerset Gardens Family Health Centre have no surplus capacity as measured by the ratio of FTE GPs per registered patients which is above the standard benchmark). Acute and mental health services were excluded from this calculation. The ICB have been in discussions regarding the re-provision of Tottenham Health Centre and note that this forms part of the High Road West regeneration plans. In addition to this there is scope for extended or improved services at the Somerset Family Health Centre. It is also noted that the Lordship Lane Health Centre, which provides sexual health services, is less than a ten minute walk to the site which would provide services to the new population.	Noted, however Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement make clear that health contributions should be dealt with through Strategic CIL rather than S106 planning obligations. Therefore the need for additional health care provision should be addressed by considering the use of Strategic CIL to support a new facility to cater for the needs arising from the wider High Road West site rather than through S106 planning obligations.

	The NHS Long Term Plan (2019) and the Fuller Stocktake Report (2022) re-emphasise the importance of providing care close to the community and to provide services on a neighbourhood basis where possible. This means in addition to increasing and improving primary capacity NHS Trusts are seeking to provide increased facilities and services locally where appropriate. The HUDU Planning Contributions Model, as set out in the 2021 London Plan, is required to be used to calculate the cost of mitigation for health. (please note that the HUDU Model does not currently incorporate the impact on Accident and Emergency and outpatient infrastructure nor the impact on the London Ambulance Service and therefore underestimates the cost of mitigation to the NHS). The current scheme consists of 287 student bedspaces consisting of 222 cluster bedrooms and 54 studios in a new build block and 9 cluster bedrooms and 2 studios in the existing buildings. The benefits of the scheme are recognised and supported including the delivery of student accommodation across London including affordable units and the enhancement of the green spaces. It is noted that the previous application was determined on the basis that Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement suggests that health obligations are available through Strategic CIL rather than S106 payments and therefore no S106 contribution was secured. It is also noted that the latest CIL charging schedule has increased the amount of CIL from £15 per square metre to £85. Whilst health and wellbeing facilities are included on the Strategic Community Infrastructure Levy Infrastructure List, the list is indicative and there is no guarantee that CIL receipts will be allocated towards health infrastructure in north Tottenham to mitigate the direct impact of development. Therefore HUDU maintain that a s106 payment is required. The HUDU Planning Contributions Model has been used the calculate the contribution. The requirement would meet the tests in CIL Regulation 122 as it is considered necessary, reasonable and directly related to the development. It should be noted that the HUDU model has been updated since the previous comments on the scheme to take account changes in costs of construction and other assumptions. Also it is noted that the previous request the focus was on primary care only. Following the pandemic there has been significant pressure on hospital and acute services, including mental health, and therefore mitigation from development is considered to be necessary. We have run the HUDU model for this based on 287 additional residents which assumes that the students will not be local. The standard assumptions in regards to age have been HGY/2023/2306 – The Printworks 819-827 High Road modified to take into account the fact that the majority of students	

	will be in a younger age bracket (15-44). The final summary information from the HUDU model is set out below. **Final Summary** Total Capital Cost £303,060 Total Revenue Cost £236,634 Combined Cost £539,694 Total Number of Housing Units 287 Capital Cost Requirement Per Unit £1,056 The HUDU Planning Contributions Model calculates a total healthcare (primary, acute and mental health) capital s106 requirement of £303,060 This shows an overall capital cost of £303,060 with a further revenue cost of £236,634. It is noted that the assumptions used in the model regarding the age profile and the use of local services by students who may continue to remain registered with doctors outside of Haringey, may lead to an inflated overall figure. Also, the age range of students will also likely result in more use of digital services. Funding for extra provision will be available as part of the High Road West development. Discussions with the NHS Trusts and the ICB indicate that expansion of existing sites should be possible and therefore we have reduced the capital cost of mitigation by 50% to **£151,530.** At this stage we are not asking developers to cover the additional revenue costs. However, they should be made aware that there are significant pressures and costs on the NHS of development. The request is the Council to secure £151,530 within the S106 agreement to be paid on commencement and indexed linked to building costs. It is however, noted that the viability assessment to support the latest charging schedule suggests that £20/sqm should be allotted to s106 contributions. The gross internal floor area gained (including change of use) is 8857sqm which when multiplied by 20 = £177,140.00. This would the total amount that would be expected to be sought on top of CIL. As it is understood that there are further contributions to be sought for the development which would potentially raise the level of contributions above this amount. In light of this HUDU would welcome the opportunity to be kept informed of any negotiations regarding viability and would strongly suggest that, if the full required contribution cannot viably be sought through a s106 contribution primary care is prioritised and this is highlighted in any future meetings regarding CIL spending. ****Update Mon 27/11/2023**	

	I've checked the model and the breakdown is as follows the breakdown for mental Health - £66,814 and for acute - £151,295 *That makes a full contribution of £218,109 if we exclude healthcare and, following the same logic as before because there is capacity in existing sites* ***£109,055*** *at 50%.* ** Other points related to health are summarised below: **Standard of Accommodation** The Design and Access Statement submitted with the proposal states that the cluster bedrooms would be a minimum of 12.5sqm in size and each would contain an en-suite bathroom. This exceeds the standard for single occupancy and is welcomed. It is stated that up to 12 rooms may be included within a cluster sharing a kitchen. It is suggested that this ratio should be re-considered and a lower number of students per kitchen would offer a greater standard of accommodation. The standard and premium studios proposed do not meet the floorspace requirement of policy D6 of the London Plan. However, as student accommodation is occupied on a temporary basis, and it would be expected that the living accommodation is not utilised as much during daylight hours as residential flats for other purposes this could be acceptable. A condition would be recommended to ensure that each unit of accommodation is only occupied by one student. It is noted that the Daylight and Sunlight assessment does not comply with the minimum standards for all the rooms. This again could be relaxed due to the nature of student accommodation. **Transport** The accommodation is proposed to be car-free which is welcomed. There are accessible pedestrian accesses and bus stops on the High Road, White Hart Lane and Northumberland Park to serve the development. 237 cycle spaces are proposed, which although less than the number of students proposed to occupy the units is likely to be sufficient to encourage and promote cycling as a means of transport for the students. Further advice should be sought from the Local Authority Transport colleagues. **Green Spaces** A courtyard garden is proposed in the centre of the main body of amenity accommodation with a planting strategy to provide an attractive environment. Consideration should be given to securing a	

	management plan for the landscaping area enforceable be condition. There is also a potential for food planting for the occupiers of the building which could be pursued. I trust that the above comments are useful in pursuing the application. However, please contact me if you require any clarification or if I can be of further assistance. We would request that we are consulted on any further amendments to the scheme which may effect primary and acute care provision and on any subsequent planning applications on the site and, as stated above, would welcome any involvement regarding the negotiation of the s106 contribution. Yours Sincerely F McElwain Faye McElwain MRTPI HUDU (Healthy Urban Development Unit) Planning Officer	
Thames Water	Waste Comments There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone:	Noted - conditions are recommended.

	0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Water Comments Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.	

	Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk	
Transport for London	**Re: HGY/2023/2306 - 819-829 High Road, Tottenham, London, N17 8ER** Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. Thank you for consulting TfL this proposal, TfL offers the following comments: 1. The site of the proposed development is on High Road, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. 2. The proposal includes 219 long stay and 18 short stay cycle parking spaces, totally 237 spaces, which is welcomed. TfL requires the details of such provision be conditioned for	The applicant has identified that limited space is available for further disabled bays to be accommodated on-site or off-street along the roads surrounding the site. One disabled parking space is appropriate in the context of the provision of similar developments in London and the constrained environment on-site and on-street.

	approval prior to commencement, ensuring that design of the facilities would be in line with the London Cycle Design Standard (LCDS) and London Plan cycle parking standards. Shower and Changing facilities should also be provided for the commercial, business and service land use accordingly. 3. It is welcomed that only disabled parking bay would be provided, and the proposal would be 'car free' without any general parking provision. The applicant shall also identify alternative locations and possible location for additional disabled facilities should such demand rise. 4. While trip generation and mode share assessments has been undertaken in the submitted TA, it appears that the applicant has not considered the likely destinations of the future residents of the student accommodations, which peak trips mainly would be for tertiary education institutions; therefore, the applicant shall review both assessments taking into account of the possible destinations of the residents, as this would impact mode share and trip rate for individual transport modes. A directional assessment shall also be provided for bus trips to be made. 5. The site sits within the HRWM, and any development impact to the London Overground (LO) should be considered cumulatively with any other sites seeking planning permission in the area. This should be considered assuming the proposed trip generation methodology - Cumulative rail impacts from the development in the wider area will be significant and the additional proposed sites are likely to put further strain on the station and services at White Hart Lane. 6. TfL requires that further work to be carried to understand the larger accumulative impact that this site will have on all the transport modes. As the development should be looked at and analysed in a wider site context, looking at the impact it has alongside the other developments and proposed developments within the High Road Western Masterplan. As the accumulative data needs to be analysed to check for potential pressure on surrounding transport services. 7. It is noted that an ATZ assessment has been carried out which is welcomed. Haringey Council is strongly encouraged to secure package of local walking, cycling and public realm improvements in light of findings. 8. Due to the site's proximity to the Tottenham Hotspur Stadium, the applicant needs to be aware of the impact that events at the stadium can have on construction arrangements and ease of access to the site. Construction arrangements should be aligned with major stadium events.	The development proposals should be understood in the context of the extant permission (Application Reference: HGY/2021/2283) The TA shows that the net impact of the changes brought forward by the current application would be a reduction in trips by all modes in the AM and PM peak hours. The proposals would therefore have no unacceptable impact on the transport network. The impact on London Overground, including the context of the wider cumulative development was considered in detail for The Goods Yard and The Depot (Application Reference: HGY/2021/1771). This assessment included The Printworks and concluded that no unacceptable impacts on London Overground arose. As the development proposals would result in a reduction in trips compared to the extant

	9. Stage 1 Road Safety Audit and Healthy Street review should be undertaken for all proposed highway changes/ improvements. 10. In line with the London Plan policy T2 and T7F, a draft Delivery & Servicing Plan (DSP) has been submitted and is acceptable. It is nevertheless expected that the submission and approval of the final Delivery & Servicing Plan (DSP) should be secured by condition. 11. In line with Draft London Plan policy T7, a draft Construction Logistics Plan has been submitted which is in accordance with TfL's CLP guidance. This is welcomed. The submission and approval of the final Plan should nevertheless be conditioned. 12. A draft Framework Travel Plan has been submitted, which is supported. The final Travel Plan shall be secured by s106 agreement. It should promote and support active and sustainable travel and include specific measures to deliver this objective rather than the use of taxis, other private hire vehicles or private cars (save for disabled people) **In conclusion, TfL requires that the applicant to address issues raised above satisfactorily, this ensures that the proposal would be London Plan compliant and would not result in an unacceptable impact to the SRN and local transport network (including public transport services.** Please do not hesitate to contact me if I can be of any further assistance. Kind regards **PakLim Wong** Planning Officer City Planning, Transport for London	permission the findings of that assessment remain valid. As the development proposals do not result in significant changes to the streetscape compared to the extant permission a further healthy streets assessment is not required. A planning condition requiring a combined Stage 1 and 2 Road Safety Audit is recommended.

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F3 ARCHITECTS

TITLE
DRAWING ISSUE SHEET

Version	date
1	22/06/2023

PROJECT NAME
220428 PRINTWORKS STUDENT ACCOMMODATION LONDON BOROUGH OF HARINGEY

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220428-F3A-ZZ-ZZ-RG-A-0002

REV	DATE
3	**07/08/2023**

Sheet Group	Sheet Name 02	Project	Originator	Zone	Level	Type	Discipline	Number		Suitability	Revision	Current Revision Date	Sheet Issue Date
Preliminaries & Project	Cover Sheet	220428	F3A	ZZ	ZZ	SC	A	0					
Preliminaries & Project	Drawing Register	220428	F3A	ZZ	ZZ	RG	A	0				04/08/2023	
Planning Drawings								8					
Planning Drawings	Site Location Plan	220428	F3A	ZZ	EX	ST	A	8	9000			21/07/2023	07/08/2023
Planning Drawings	Existing Site Plan	220428	F3A	ZZ	EX	ST	A	8	9001			21/07/2023	07/08/2023
Planning Drawings	Demolition Site Plan	220428	F3A	ZZ	EX	ST	A	8	9002			21/07/2023	07/08/2023
Planning Drawings	Proposed Site Plan - existing context	220428	F3A	ZZ	EX	ST	A	8	9003			02/08/2023	07/08/2023
Planning Drawings	Demolition GA L00 floor plans (819-829)	220428	F3A	ZZ	00	GA	A	8	9025			21/07/2023	07/08/2023
Planning Drawings	Demolition GA L01 floor plans (819-829)	220428	F3A	ZZ	01	GA	A	8	9026			21/07/2023	07/08/2023
Planning Drawings	Demolition GA L02 floor plans (819-829)	220428	F3A	ZZ	02	GA	A	8	9027			21/07/2023	07/08/2023
Planning Drawings	Demolition GA Roof floor plans (819-829)	220428	F3A	ZZ	RF	GA	A	8	9028			21/07/2023	07/08/2023
Planning Drawings	Room 1 - 821 - Flat 2 - L01 Existing Internal Elevations	220428	F3A	ZZ	ZZ	EL	A	8	9031			26/07/2023	07/08/2023
Planning Drawings	Room 3 - 821 - Flat 2 - L01 Proposed set showing repairs to internal fabric	220428	F3A	ZZ	ZZ	EL	A	8	9032			26/07/2023	07/08/2023
Planning Drawings	Room 4 - 819 - Flat 1 - L01 Proposed set showing repairs to internal fabric	220428	F3A	ZZ	ZZ	EL	A	8	9033			26/07/2023	07/08/2023
Planning Drawings	Room 3 - 819 - Flat 3 - L02 Proposed set showing repairs to internal fabric	220428	F3A	ZZ	ZZ	EL	A	8	9034			26/07/2023	07/08/2023
Planning Drawings	Room 4 - 819 - Flat 3 - L02 Proposed set showing repairs to internal fabric	220428	F3A	ZZ	ZZ	EL	A	8	9035			26/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Existing GA Plan (819-829 HR)	220428	F3A	ZZ	00	GA	A	8	2100			21/07/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Existing GA Plan (819-829 HR)	220428	F3A	ZZ	01	GA	A	8	2101			21/07/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Existing GA Plan (819-829 HR)	220428	F3A	ZZ	02	GA	A	8	2102			21/07/2023	07/08/2023
Planning Drawings	Existing Roof Plan (819-829 HR)	220428	F3A	ZZ	RF	EL	A	8	2103			21/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Proposed GA Plan (819-829 HR)	220428	F3A	ZZ	00	GA	A	8	2104			26/07/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Proposed GA Plan (819-829 HR)	220428	F3A	ZZ	01	GA	A	8	2105			04/08/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Proposed GA Plan (819-829 HR)	220428	F3A	ZZ	02	GA	A	8	2106			04/08/2023	07/08/2023
Planning Drawings	THIRD FLOOR - Proposed GA Plan (819-829 HR)	220428	F3A	ZZ	03	GA	A	8	2107			04/08/2023	07/08/2023
Planning Drawings	Proposed Roof Plan (819-829 HR)	220428	F3A	ZZ	RF	GA	A	8	2108			02/08/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Existing GA Plan (819-821 HR)	220428	F3A	ZZ	00	GA	A	8	2109			21/07/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Existing GA Plan (819-821 HR)	220428	F3A	ZZ	01	GA	A	8	2110			21/07/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Existing GA Plan (819-821 HR)	220428	F3A	ZZ	02	GA	A	8	2111			21/07/2023	07/08/2023
Planning Drawings	Existing Roof Plan (819-821 HR)	220428	F3A	ZZ	RF	EL	A	8	2112			21/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Existing GA Significance Plan (819-821 HR)	220428	F3A	ZZ	00	GA	A	8	2113			21/07/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Existing GA Significance Plan (819-821 HR)	220428	F3A	ZZ	01	GA	A	8	2114			21/07/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Existing GA Significance Plan (819-821 HR)	220428	F3A	ZZ	02	GA	A	8	2115			21/07/2023	07/08/2023
Planning Drawings	Existing Roof Significance Plan (819-821 HR)	220428	F3A	ZZ	RF	EL	A	8	2116			21/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Demolition GA Plan (819-821 HR)	220428	F3A	ZZ	00	GA	A	8	2117			21/07/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Demolition GA Plan (819-821 HR)	220428	F3A	ZZ	01	GA	A	8	2118			21/07/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Demolition GA Plan (819-821 HR)	220428	F3A	ZZ	02	GA	A	8	2119			21/07/2023	07/08/2023
Planning Drawings	Demolition Roof Plan (819-821 HR)	220428	F3A	ZZ	RF	EL	A	8	2120			21/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Proposed GA Plan (819-821 HR)	220428	F3A	ZZ	00	GA	A	8	2121			02/08/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Proposed GA Plan (819-821 HR)	220428	F3A	ZZ	01	GA	A	8	2122			02/08/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Proposed GA Plan (819-821 HR)	220428	F3A	ZZ	02	GA	A	8	2123			02/08/2023	07/08/2023
Planning Drawings	THIRD FLOOR - Proposed GA Plan (819-821 HR)	220428	F3A	ZZ	03	EL	A	8	2124			17/07/2023	07/08/2023
Planning Drawings	Proposed Roof Plan (819-821 HR)	220428	F3A	ZZ	RF	EL	A	8	2125			02/08/2023	07/08/2023
Planning Drawings	Existing GA Elevation with Demolition	220428	F3A	ZZ	ZZ	EL	A	8	2500			21/07/2023	07/08/2023
Planning Drawings	Existing GA Elevation North (823-829)	220428	F3A	ZZ	ZZ	EL	A	8	2501			21/07/2023	07/08/2023
Planning Drawings	Existing GA Elevation South (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2502			21/07/2023	07/08/2023
Planning Drawings	Existing GA Elevation East (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2503			21/07/2023	07/08/2023
Planning Drawings	Existing GA Elevation East (823-829)	220428	F3A	ZZ	ZZ	EL	A	8	2504			02/08/2023	07/08/2023
Planning Drawings	Existing GA Elevations - Sections West (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2509			21/07/2023	07/08/2023
Planning Drawings	Existing GA Elevations - Sections West (823-829)	220428	F3A	ZZ	ZZ	EL	A	8	2510			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevations North (823-829)	220428	F3A	ZZ	EX	EL	A	8	2511			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevation South (819-821)	220428	F3A	ZZ	EX	EL	A	8	2512			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevation East (823-829)	220428	F3A	ZZ	EX	EL	A	8	2513			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevation East (819-821)	220428	F3A	ZZ	EX	EL	A	8	2514			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevations - Sections West (819-821)	220428	F3A	ZZ	EX	EL	A	8	2515			21/07/2023	07/08/2023
Planning Drawings	Demolition Elevations - Sections West (823-829)	220428	F3A	ZZ	EX	EL	A	8	2516			21/07/2023	07/08/2023
Planning Drawings	Existing GA Section AA (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2600			21/07/2023	07/08/2023
Planning Drawings	Existing GA Section BB (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2601			21/07/2023	07/08/2023
Planning Drawings	Existing GA Section CC (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2602			21/07/2023	07/08/2023
Planning Drawings	Demolition Section AA (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2604			21/07/2023	07/08/2023
Planning Drawings	Demolition Section BB (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2605			21/07/2023	07/08/2023
Planning Drawings	Demolition Section CC (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2606			21/07/2023	07/08/2023
Planning Drawings	GROUND FLOOR - Proposed GA Plan	220428	F3A	ZZ	00	GA	A	8	2127			04/08/2023	07/08/2023
Planning Drawings	FIRST FLOOR - Proposed GA Plan	220428	F3A	ZZ	01	GA	A	8	2128			04/08/2023	07/08/2023
Planning Drawings	SECOND FLOOR - Proposed GA Plan	220428	F3A	ZZ	02	GA	A	8	2129			04/08/2023	07/08/2023
Planning Drawings	THIRD FLOOR - Proposed GA Plan	220428	F3A	ZZ	03	GA	A	8	2130			04/08/2023	07/08/2023
Planning Drawings	FOURTH FLOOR - Proposed GA Plan	220428	F3A	ZZ	04	GA	A	8	2131			04/08/2023	07/08/2023
Planning Drawings	FIFTH FLOOR - Proposed GA Plan	220428	F3A	ZZ	05	GA	A	8	2132			04/08/2023	07/08/2023
Planning Drawings	SIXTH FLOOR - Proposed GA Plan	220428	F3A	ZZ	06	GA	A	8	2133			04/08/2023	07/08/2023
Planning Drawings	Proposed Roof Plan	220428	F3A	ZZ	RF	GA	A	8	2134			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations North (823-827)	220428	F3A	ZZ	ZZ	EL	A	8	2517			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations South (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2518			02/08/2023	07/08/2023

Planning Drawings	Proposed GA Elevations East (823-829)	220428	F3A	ZZ	ZZ	EL	A	8	2519			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations East (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2520			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations-Sections West (819-821)	220428	F3A	ZZ	ZZ	EL	A	8	2521			17/07/2023	07/08/2023
Planning Drawings	Proposed GA Elevations-Sections West (823-829)	220428	F3A	ZZ	ZZ	EL	A	8	2522			17/07/2023	07/08/2023
Planning Drawings	Proposed GA Elevations North and West	220428	F3A	ZZ	ZZ	EL	A	8	2524			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations South and HR East	220428	F3A	ZZ	ZZ	EL	A	8	2525			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Elevations - Sections	220428	F3A	ZZ	ZZ	EL	A	8	2526			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2530			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2531			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2532			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2533			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2534			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2535			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2536			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2537			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2538			26/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevations Study	220428	F3A	ZZ	ZZ	EL	A	8	2539			26/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevation Bay Study	220428	F3A	ZZ	ZZ	EL	A	8	2550			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevation Bay Study	220428	F3A	ZZ	ZZ	EL	A	8	2551			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevation Bay Study	220428	F3A	ZZ	ZZ	EL	A	8	2552			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevation Bay Study	220428	F3A	ZZ	ZZ	EL	A	8	2553			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Illustrative Materials Elevation Bay Study	220428	F3A	ZZ	ZZ	EL	A	8	2554			21/07/2023	07/08/2023
Planning Drawings	Proposed GA Sections AA (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2607			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Sections BB (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2608			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Section CC (819-821)	220428	F3A	ZZ	ZZ	SE	A	8	2609			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Sections North South	220428	F3A	ZZ	ZZ	SE	A	8	2610			02/08/2023	07/08/2023
Planning Drawings	Proposed GA Sections East West	220428	F3A	ZZ	ZZ	SE	A	8	2611			02/08/2023	07/08/2023

Report for:	**Planning Sub Committee Date: 11th December 2023**	**Item Number:**	

Title:	**Update on major proposals**

Report Authorised by:	**Robbie McNaugher**

Lead Officer:	**John McRory**

Ward(s) affected: **All**	**Report for Key/Non Key Decisions:**

1. Describe the issue under consideration

1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

2. Recommendations

2.1 That the report be noted.

3. Background information

3.1 As part of the discussions with members in the development of the Planning Protocol it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2021 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that

members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Update on progress of proposals for Major Sites 11th December 2023

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
109 Fortis Green, N2 **HGY/2021/2151**	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
573-575 Lordship Lane, N22 **HGY/2022/0011**	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	John Kaimakamis	John McRory
15-19 Garman Road, N17 **HGY/2022/0081**	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Full Planning Application).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Kwaku Bossman-Gyamera	Tania Skelli / Kevin Tohill
44 Hampstead Lane, N6	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front	Members resolved to grant planning permission subject to the signing of legal agreement.	Samuel Uff	John McRory

HGY/2022/2731	lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works.	Negotiations on legal agreement are ongoing.		
30-36, Clarendon Road N8 **HGY/2022/3846**	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping	Members resolved to grant planning permission subject to the signing of legal agreement Negotiations on legal agreement are ongoing. Once agreed in draft the stage 2 referral will be sent to The Mayor of London	Valerie Okeiyi	John McRory
Hornsey Police Station, 94-98 Tottenham Lane, N8 **HGY/2022/2116**	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Philip Elliott	John McRory

HGY/2022/0563	service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.			
Berol Quarter Berol Yard, Ashley Road, N17 **HGY/2023/0261**	<u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero. <u>2 Berol Yard</u> 2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys. And associated public realm and landscaping within the quarter.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Civic Centre, High Road, Wood Green, London, N22 **HGY/2023/1043**	Redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure) comprising of Class E floorspace; 2 x two storey links; creation of central courtyard; parking and landscaping; and refurbishment and external alterations of the existing Civic Centre and offices, including alterations to	Members resolved to grant planning permission subject to the signing of legal letter.	Samuel Uff	John McRory

	entrance facade and fenestration; and associated works (Listed Building Consent Ref: HGY/2023/1044)			
APPLICATIONS SUBMITTED TO BE DECIDED				
Tottenham Hotspur Stadium, 748 High Road, Tottenham - NDP Hotel, N17 **HGY/2023/2137**	S.73 Minor Material Amendment to add 27m height, reconfigure footprint and internal layout.	Application submitted and under assessment. Targeting 11th December Planning-Sub Committee.	Samuel Uff	John McRory
Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17 **HGY/2023/2306**	Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. Submitted alongside HGY/2023/2307 – Application for Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.	Application submitted and under assessment. Targeting 11th December Planning-Sub Committee.	Phil Elliott	John McRory

Former Car Wash, Land on the East Side of Broad Lane, London N15 **HGY/2023/0464**	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment.	Sarah Madondo	Tania Skelli / Kevin Tohill
Former Petrol Filling Station **76 Mayes road, N22** **HGY/2022/2452**	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Drapers Almshouses, Edmansons Close, Bruce Grove, N17 **HGY/2022/4320**	Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units.	Application submitted and under assessment.	Gareth Prosser	John McRory
The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10 **HGY/2023/0733**	Redevelopment of site including conversion of existing pavilion into 1.no residential dwelling and erection of 8.no residential dwellings, associated landscaping and cycle storage	Application submitted and under assessment.	Josh Parker	Matthew Gunning
Highgate School, North Road, N6		Applications submitted and under assessment.	Tania Skelli	John McRory

HGY/2023/0328 **HGY/2023/0315** **HGY/2023/0338** **HGY/2023/0313** **HGY/2023/0317** **HGY/2023/0316**	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields			
Berol Yard, Ashley Road, London, N17 **HGY/2023/0241**	Section 73 application for minor material amendments	Application submitted and under assessment.	Philip Elliott	John McRory
Berol Yard, Ashley Road, London, N17 **HGY/2023/2505**	Section 73 application for minor material amendments to the permitted scheme at Berol Yard, Ashley Road, London, N17 9LJ (planning permission ref: HGY/2017/2044). This application seeks to amend Condition 7 (Approved Drawings) and Condition 13 (Land use (Retail)) to allow for the ground floor commercial space and associated mezzanine at 1 Berol Yard (now named The Gessner) to become Use Class E flexible commercial space.	Application submitted and under assessment.	Philip Elliott	John McRory
Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 **HGY/2022/4310**	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children's play space, cycle storage, new shared access route,	Application submitted and under assessment.	Phil Elliott	John McRory

	2x accessible car parking spaces and waste and refuse areas.			
Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4 **HGY/2023/0570**	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 **HGY/2023/0728**	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.	Application submitted and under assessment.	Phil Elliott	John McRory
Former Clarendon Gasworks, Mary Neuner Road, N8	Reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4,	Application submitted and under assessment.	Valerie Okeiyi	John McRory

HGY/ 2023/2357	including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117			
26 Lynton Road, N8 **HGY/2023/0218**	Demolition of existing building and erection of a new part four part five storey building to create a high quality, mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)	Invalid	Gareth Prosser	John McRory
Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 **HGY/2023/2436**	S.73 application to amend affordable housing tenure to London Affordable Rent.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Tottenham Hale Station, London Underground Ltd, Station Road, London N17 **HGY/2023/3078**	Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.	Application submitted and under assessment.	Nathan Keyte	John McRory

Down Lane Recreation Ground, Park View Road, London N17 **HGY/2023/3058**	Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children's play area, access routes, entrances and associated soft and hard landscaping.	Application submitted and under assessment.	Zara Seelig	Tania Skelli
1-6 Crescent Mews, London N22 7GG **HGY/2023/1620**	Revised application for demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 4 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units	Invalid		John McRory
Braemar Avenue Baptist Church, Braemar Avenue, Wood Green, London, N22 7BY **HGY/2023/3192**	Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self contained residential units at ground to fourth floor level with associated refuse, recycling	Recently received and undergoing validation	Valerie Okeiyi	John McRory

	storage, cycle parking facilities including landscaping improvements.			
IN PRE-APPLICATION DISCUSSIONS				
Timber merchants, 289-295 High Road, Wood Green, London, N22	Demolition of existing buildings and erection of six storey building and mews building to rear. Commercial units (Use Class E); and erection of 43 flats	Pre-application Meeting held on 20th October 2023	Samuel Uff	John McRory
Tottenham Green Campus (now known as Capital City College Group, Tottenham Centre) N15	New Construction and Engineering Centre, extending to 3,300 sq. m	Third pre-application Meeting to take place 7th December 2023. QRP undertaken and follow up Chair's review earmarked for January 24.	John Kaimakamis	John McRory
157-159 Hornsey Park Road, N8	Redevelopment of the site to provide 32 residential units and 193 sqm of commercial floorspace with associated disabled parking, landscaping and access	PPA in place with ongoing meetings	Valerie Okeiyi	John McRory
505-511 Archway Road, N6	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Mixed-use development including commercial floorspace (town centre use), purpose-built student accommodation and associated amenity space, shared ownership homes, social rent homes, and an urban green space, including a north-south pedestrian and cycle connection through the site.	PPA in place with ongoing meetings	Valerie Okeiyi	John McRory

30-48 Lawrence Road, N15	83 residential units and workspace	PPA in place with ongoing meetings	Gareth Prosser	John McRory
13 Bedford Road, N22	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level.	2nd pre-application submitted.	Valerie Okeiyi	John McRory
Lock Keepers Cottages, Ferry Lane, Tottenham, London, N17 9NE	Erection of a part twenty and part twenty-five storey building containing seventy-seven apartments above a café and office following demolition of the existing buildings.	Follow up pre-application being arranged	John Kaimakamis	John McRory
St Anns General Hospital, St Anns Road, London, N15 3TH	Reserved matters application (RMA) for Phases 1b and 2 of hybrid application ref. HGY/2022/1833.	Application to be submitted for Reserved Matters for Phase 1B/2 in December/January.	John Kaimakamis	John McRory
50 Tottenham Lane, Hornsey, N8 **Council Housing led project**	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
Sir Frederick Messer Estate, South Tottenham, N15 **Council Housing led project**	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings and QRP held. Discussions ongoing.	TBC	John McRory

Reynardson Court, High Road, N17 **Council Housing led project**	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	Zara Seelig	Tania Skelli
Arundel Court and Baldewyne Court, Lansdowne Road, N17 **Council Housing led project**	Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Tania Skelli
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Tania Skelli	John McRory
25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Agreed PPA – Submission date unknown.	Phil Elliott	John McRory
142-147 Station Road, N22	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-	Pre-application discussions ongoing	Tania Skelli	John McRory

	provision of existing café. Associated hard and soft landscaping works.			
(Part Site Allocation SA49) **Lynton Road, N8**	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
139 - 143 Crouch Hill, N8	Demolition of existing Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement	3 previous preapps. Meeting was held on 20 Feb 2023. They emailed in August 2023 requesting further meeting but have not confirmed.	Samuel Uff	John McRory
Parma House Clarendon Road (Off Coburg Road), N22	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
36-38 Turnpike Lane, N8	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres). (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory

Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory

Major Application Appeals

None at present

Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Approval of details reserved by a condition	HGY/2022/2192	Approve	17/11/2023	92, Palace Gates Road, London, N22 7BL	Approval of details pursuant to condition 4 (Privacy Screen) attached to planning permission ref: HGY/2022/1067.	Mark Chan
Alexandra Park	Householder planning permission	HGY/2023/0100	Refuse	24/11/2023	88 Alexandra Park Road, Hornsey, London, N10 2AE	Erection of a two storey rear extension to 88 Alexandra Park, together with installation of new doors/windows to existing building, provision of balconies/terraces and reconfiguration of internal layouts of flats. Demolition of existing dwelling and garage to the rear. Erection of a new two storey building to the rear, containing two new self-contained dwellings.	Cameron Sturges
Alexandra Park	Householder planning permission	HGY/2023/1502	Approve with Conditions	17/11/2023	Fiftyfour And A Half, Grove Avenue, Hornsey, London, N10 2AN	Erection of a single storey rear extension with four flat rooflights, roof extension comprising 6 dormers, alterations to front bays including removal of gable walls and the insertion of utility door to side elevation.	Cameron Sturges
Alexandra Park	Householder planning permission	HGY/2023/2062	Approve with Conditions	10/11/2023	5 Clifton Road, Wood Green, London, N22 7XN	Demolition of existing rear ground floor extension with undercroft, and erection of two storey rear extension (ground and lower ground floor) and side extension to existing rear dormer.	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2023/2223	Approve with Conditions	31/10/2023	Flat A, 168 Victoria Road, Wood Green, London, N22 7XQ	Replacement of existing uPVC/timber windows and uPVC doors with proposed uPVC windows and doors to ground floor flat on the front, rear, and outrigger side and rear elevations.	Daniel Boama
Alexandra Park	Full planning permission	HGY/2023/2325	Approve with Conditions	31/10/2023	Flat A, 372 Alexandra Park Road, Wood Green, London, N22 7BD	Formation of a hip-to-gable loft conversion with the addition of a rear single dormer loft extension and replacing a single large window in the side elevation with two smaller windows with obscure glazing, to the upper floor flat of a semi-detached house.	Eunice Huang
Alexandra Park	Full planning permission	HGY/2023/2326	Refuse	31/10/2023	Flat A, 372 Alexandra Park Road, Wood Green, London, N22 7BD	Formation of a hip-to-gable loft conversion with the addition of a rear L-shaped dormer loft extension and replacing a single large window in the side elevation with two smaller windows with obscure glazing, to the upper floor flat of a semi-detached house.	Eunice Huang
Alexandra Park	Removal/variation of conditions	HGY/2023/2457	Refuse	08/11/2023	Upper Flat, 20 Crescent Road, Wood Green, London, N22 7RS	Variation of condition 2 (approved plans) attached to planning permission HGY/2018/3155 to convert the rear flat roof space to a balcony space with 1.7m high glass balustrade at first floor level.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2023/2619	Refuse	24/11/2023	8 Rosebery Road, Hornsey, London, N10 2LH	Loft conversion including hip-to-gable roof extension, rear dormer extension, and front facing roof lights	Eunice Huang

Alexandra Park	Approval of details reserved by a condition	HGY/2023/2313	Approve	27/10/2023	1-6 Crescent Mews, Hornsey, London, N22 7GG	Approval of details pursuant to condition 10 (Excavations/earthworks) - (partial discharge Block C only) attached to planning permission HGY/2019/1183 as amended by the S96a Planning Reference HGY/2023/2472	Valerie Okeiyi
Alexandra Park	Approval of details reserved by a condition	HGY/2023/2412	Approve	27/10/2023	1-6 Crescent Mews, Hornsey, London, N22 7GG	Approval of details pursuant to condition 13 (Construction Management and Logistics Plan) attached to planning permission HGY/2019/1183	Valerie Okeiyi
Alexandra Park	Non-Material Amendment	HGY/2023/2472	Approve	27/10/2023	1-6 Crescent Mews, Hornsey, London, N22 7GG	Non-material amendment following a grant of planning permission HGY/2019/1183 to amend the trigger point of conditions 10 (Excavations/earthworks) (Network Rail) , 11 (OPE) (Network Rail) and 12 (Demolition/refurbishment method statement) (Network Rail)	Valerie Okeiyi
Alexandra Park; Fortis Green	Approval of details reserved by a condition	HGY/2023/2447	Approve	06/11/2023	Land to the rear of the block 1-14 Rowan, Methuen Park, London, N10 2JS	Approval of details pursuant to condition 5 (tree protection plan) attached to planning permission HGY/2023/0130	Eunice Huang
Bounds Green	Full planning permission	HGY/2022/4552	Refuse	10/11/2023	Braemar Avenue Baptist Church, Braemar Avenue, Wood Green, London, N22 7BY	Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.	Valerie Okeiyi
Bounds Green	Householder planning permission	HGY/2023/1146	Approve with Conditions	13/11/2023	48 Thorold Road, Wood Green, London, N22 8YE	Proposed ground floor rear extension, loft conversion complete with rear dormer, floor plan redesign and all associated works.	Sabelle Adjagboni
Bounds Green	Removal/variation of conditions	HGY/2023/1817	Approve with Conditions	16/11/2023	Land opposite 16 Park Road, Edith Road, London, N11 2QE	Minor material amendment (S. 73) to to vary condition 21 planning permission (ref. HGY/2020/0589) granted on 3rd July 2020 for the erection of part 2/3/4-storey block of 8no. houses and flats (affordable Council rent) with cycle and refuse storage facilities and associated amenity area and landscaping at former car parking site (Class use C3) ; namely to provide flexibility for the Council to charge London Affordable Rent	Tania Skelli
Bounds Green	Full planning permission	HGY/2023/2362	Approve with Conditions	22/11/2023	Bounds Green Garage, Bounds Green Road, Wood Green, London, N11 2QH	Use of Petrol Filling Station on a 24 hour basis	Sarah Madondo
Bounds Green	Householder planning permission	HGY/2023/2591	Approve with Conditions	25/10/2023	51 Woodfield Way, Wood Green, London, N11 2NR	Erection of single storey rear extension	Laina Levassor

Bounds Green	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2023/2094	Approve with Conditions	27/10/2023	Glencairn Sports Club, Blake Road, Wood Green, London, N11 2AH	Application to determine if prior approval is required for a proposed the change of use of the site from Commercial, Business and Service Use (Class E) to a Dwellinghouse (Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Josh Parker
Bounds Green	Approval of details reserved by a condition	HGY/2023/1365	Approve	27/10/2023	26 Bounds Green Road, Wood Green, London, N11 2QH	Approval of details reserved by a condition 3 (Secured cycle parking) attached to planning reference HGY/2022/2537	Sarah Madondo
Bounds Green	Consent under Tree Preservation Orders	HGY/2023/2601	Approve with Conditions	01/11/2023	2 Clarence Court, Clarence Road, Wood Green, London, N22 8PH	Lime tree (T1) at rear of garden of 2 Clarence Court - crown reduction of a tree under a TPO to approx half height to reduce the risk of failure of hollow basal stem and remove dead/dying branches. Works are following advice from Arboricultural Consultant in 2023. That report is attached to this planning application.	Daniel Monk
Bounds Green	Approval of details reserved by a condition	HGY/2023/2614	Approve	24/11/2023	101 Myddleton Road, Wood Green, London, N22 8NE	Approval of details pursuant to conditions 3 (AC unit/ noise rating level) attached to planning permission HGY/2023/1181.	Josh Parker
Bounds Green	Non-Material Amendment	HGY/2023/2626	Approve	27/10/2023	Garages, Partridge Way, Wood Green, London	Non-material amendment to planning permission HGY/2021/2075 to replace a window above the entrance on the south west elevation with brickwork.	Ben Coffie
Bounds Green	Non-Material Amendment	HGY/2023/2870	Approve	23/11/2023	13 Buckingham Road, Wood Green, London, N22 7SR	Non-Material Amendment to planning permission HGY/2018/2261 to change the guarding to the roof terrace from solid metal planters with railings to solid brickwork to match existing.	Cameron Sturges
Bruce Castle	Removal/variation of conditions	HGY/2023/1888	Approve with Conditions	24/11/2023	Land adjacent to 318A White Hart Lane, Tottenham, London, N17 8LA	Variation of condition 12 (housing tenure) attached to planning permission ref: HGY/2020/1322 (Erection of a new residential building providing 6 dwellings with associated private and communal amenity space, refuse/recycling and bicycle store), to give Local Authority flexibility to charge rent at London Affordable Rate.	Sarah Madondo
Bruce Castle	Householder planning permission	HGY/2023/2093	Approve with Conditions	31/10/2023	310 White Hart Lane, Tottenham, London, N17 8LA	Erection of outbuilding in rear garden for use as home office	Sabelle Adjagboni
Bruce Grove	Full planning permission	HGY/2022/0208	Approve with Conditions	10/11/2023	1-8, Forest Gardens Mews, London, N17 6XA	Conversion and change of use of 8 live/work units into 7 x 2 bedroom and 1 x 3 bedroom dwellings (re-submission)	Kwaku Bossman-Gyamera
Bruce Grove	Listed building consent (Alt/Ext)	HGY/2021/0151	Not Determined	20/11/2023	St Mark's Methodist Church, 457, High Road, London, N17 6QB	Alterations to the entrance of the church including replacement of the existing front entrance doors and central dome light and adapting existing drainage to accommodate new foul services.	Historic Officer
Crouch End	Householder planning permission	HGY/2022/2760	Approve with Conditions	03/11/2023	Flat 1, 13, Berkeley Road, London, N8 8RU	Erection of a single storey rear extension	Sabelle Adjagboni

Crouch End	Consent to display an advertisement	HGY/2022/4211	Approve with Conditions	23/11/2023	3 The Broadway, Hornsey, London, N8 8DS	Retrospective application for display of 1no. non-illuminated fascia lettering sign and 1no. non-illuminated projecting sign.	Mark Chan
Crouch End	Householder planning permission	HGY/2023/0757	Approve with Conditions	13/11/2023	48 Crouch End Hill, Hornsey, London, N8 8AA	Retrospective application for the retention of 2 x air conditioning cassettes to roof of rear extension	Laina Levassor
Crouch End	Householder planning permission	HGY/2023/1281	Approve with Conditions	13/11/2023	8 Bryanstone Road, Hornsey, London, N8 8TN	Construction of a single storey rear wrap around extension and a rear dormer extension, new first floor bathroom window and associated internal alterations.	Eunice Huang
Crouch End	Householder planning permission	HGY/2023/1856	Approve with Conditions	31/10/2023	18 Landrock Road, Hornsey, London, N8 9HL	Erection of a side infill extension at the side return at the rear of the building, alteration to the rear opening at ground floor. Alteration to two existing windows at ground and first floor on side of rear return. Construction of a new lightwell at the front under the existing bay window; alteration to the front garden wall; erection of a new timber bin and bike store with green roof along front garden wall.	Josh Parker
Crouch End	Householder planning permission	HGY/2023/2087	Approve with Conditions	23/10/2023	23 Wolseley Road, Hornsey, London, N8 8RR	Erection of rear roof terrace with inset dormer (AMENDED PLANS).	Cameron Sturges
Crouch End	Consent to display an advertisement	HGY/2023/2128	Approve with Conditions	23/11/2023	33-35 Crouch End Hill N8 8DH	Advertisement consent for the display of 3 x externally lit fascia signs; 1 x illuminated projecting sign; 4 x non-illuminated window sign; 1 x non-illuminated door sign (amended description).	Nathan Keyte
Crouch End	Householder planning permission	HGY/2023/2189	Approve with Conditions	06/11/2023	6 Colwick Close, Hornsey, London, N6 5NU	Replacement of loft floor and roof. Installation of dormer extension.	Sarah Madondo
Crouch End	Householder planning permission	HGY/2023/2196	Approve with Conditions	24/10/2023	9-11 Crescent Road, Hornsey London N8 8AZ	Proposed new fencing & gated access to garages to No 9 and No 11 Crescent Road, like for like replacement of garage doors and erection of new boundary wall. Enlargement of existing garage to No. 11 Crescent Road.	Mercy Oruwari
Crouch End	Lawful development: Existing use	HGY/2023/2261	Approve	20/11/2023	3 Aubrey Road, Hornsey, London, N8 9HH	Certificate of Lawfulness to certify that the use of the basement flat as a separate dwellinghouse is lawful.	Josh Parker
Crouch End	Householder planning permission	HGY/2023/2371	Refuse	30/10/2023	69 Shepherds Hill, Hornsey, London, N6 5RE	Removal of existing driveway and installation of two permeable parking bays with electric vehicle charge points, staircase, seating area and planted terraces.	Cameron Sturges
Crouch End	Householder planning permission	HGY/2023/2393	Approve with Conditions	01/11/2023	67 Glasslyn Road, Hornsey, London, N8 8RJ	Construction of a rear dormer, removal of a rear chimney, addition of roof windows to the front roof and associated landscaping works.	Cameron Sturges
Crouch End	Lawful development: Proposed use	HGY/2023/2402	Refuse	23/10/2023	5 Coolhurst Road, Hornsey, London, N8 8EP	Certificate of Lawfulness for the proposed amalgamation of four self-contained flats to revert to single family dwelling	Laina Levassor

Crouch End	Listed building consent (Alt/Ext)	HGY/2023/2451	Approve	21/11/2023	120 Crouch Hill, Hornsey, London, N8 9DY	Section 19 application to vary condition 2 of Listed building consent ref: HGY/2022/3986 to renew the front porch canopy in copper instead of lead. (AMENDED DESCRIPTION)	Mark Chan
Crouch End	Householder planning permission	HGY/2023/2554	Approve with Conditions	17/11/2023	9-16 Ravensdale Mansions, Haringey Park, Hornsey, London, N8 9HS	Installation of 1 no. new gas riser network to the side and rear elevations (retrospective).	Mercy Oruwari
Crouch End	Lawful development: Existing use	HGY/2023/2568	Approve	20/11/2023	Ground Floor Flat A, 27 Rosebery Gardens, Hornsey, London, N8 8SH	Certificate of lawfulness for existing use of a garden room in the rear garden of 27a Rosebery Gardens, Crouch End, London, N8 8SH.	Daniel Boama
Crouch End	Householder planning permission	HGY/2023/2633	Approve with Conditions	24/11/2023	18 Montenotte Road, Hornsey, London, N8 8RL	Modification of existing ground floor rear elevation window and door to replace with 5-panel aluminium double glazed bifold door.	Nathan Keyte
Crouch End	Householder planning permission	HGY/2023/2675	Approve with Conditions	24/11/2023	84 Weston Park, Hornsey, London, N8 9TB	Erection of single storey rear/side extension and first floor extension	Laina Levassor
Crouch End	Consent under Tree Preservation Orders	HGY/2023/3035	No Objections	13/11/2023	Princess Court, 105-107 Hornsey Lane, Hornsey, London, N6 5XD	Five Day Notice: Front boundary on Hornsey Lane X 2 London plane (TPO) we will climb and inspect and only remove deadwood and massaria infected branches (photos will be taken) Rear garden x 1 Plane (TPO) climb to inspect and remove only dead wood and massaria infected branches	Daniel Monk
Crouch End	Prior notification: Development by telecoms operators	HGY/2023/3117	Permitted Development	20/11/2023	Avenue Heights, 3-5 Avenue Road, Hornsey, London, N6 5DS	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: the installation of 2no. antennas and 1no. 300mm transmission dish alongside ancillary works.	Kwaku Bossman-Gyamera
Crouch End	Consent under Tree Preservation Orders	HGY/2023/1784	Approve with Conditions	13/11/2023	120 Crouch Hill, Hornsey, London, N8 9DY	Works to tree protected by a Tree Preservation Order. Rear Garden: T1: Mature Hornbeam: Approximately 16.00m: Reduce to a height of 14.00m. Back to previous and most recent reduction points approximately 1.50m-2.00m. Reduce lateral and sub lateral branches back to previous reduction points approximately 1.25m. Remove dead wood. Thin crown density by approximately 15%-20%. General maintenance. (The works to the Laurel group are being considered separately under application reference HGY/2023/1786 as a Section 211 Notice for works to trees in a Conservation Area)	Daniel Monk

Crouch End	Consent under Tree Preservation Orders	HGY/2023/1842	Approve with Conditions	13/11/2023	Kenilworth Lodge, 1 Waverley Road, Hornsey, London, N8 9QW	Tree roots damaging pipe system on the site. Maintenance to reduce damage to pipes system on site. Prune roots of two Lime trees where roots are exposed and close to pipes. Roots to be pruned to suitable pruning points where possible, maximum diameter to prune to being generally 25mm. This ensures no structural primary or secondary roots are affected. Any exposed roots to be covered with wet hessian during works to prevent desiccation, and any roots over 25mm requiring pruning to seek Arboricultural advice. Final cuts to be made with pruning saw/secateurs and left clean. All excavation to be completed in advance of site visit by ground works contractor	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2023/2110	Approve with Conditions	30/10/2023	Standard Apartments, 22A Crescent Road, Hornsey, London, N8 8AW	Works to trees protected by a TPO. Sycamore T2 (20M high, 700mm dia.) - Reduce the crown of the tree on the side nearest the Apartments back to previous points of reduction and by up to 2 metres. Reason: Very close proximity to the property. Sycamore T3 (20M high, 700mm dia.) - Reduce West side of crown back to previous points of reduction and by up to 2 metres. Remove self-set seedling Sycamore growing from next to the base of the trunk of the tree. Reason: Large tree growing in close proximity to the property. (Please note that the works to the Lime will be considered separately under application reference HGY/2023/2102 as the tree is within a Conservation Area but is not protected by a TPO)	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2023/2587	Approve with Conditions	13/11/2023	Alyn Court, Crescent Road, Hornsey, London, N8 8AN	Works to trees protected by a TPO. X3 Lime trees: Reduce the Height and Spread by 3-4m in height and 2-3m in width to balance and shape. Raise the height of the lower branches to 3m in order to provide sunlight penetration to the understory and provide clearance Reason: Routine maintenance	Daniel Monk
Crouch End	Non-Material Amendment	HGY/2023/2914	Approve	17/11/2023	3 Gladwell Road, Hornsey, London, N8 9AA	Non-material amendment to planning permission HGY/2023/0943 to remove the existing rear water closet.	Nathan Keyte
Crouch End; Hermitage & Gardens	Full planning permission	HGY/2023/0345	Approve with Conditions	24/10/2023	2C Landrock Road, London N8 9HP	Erection of one-storey 2no. bedroom dwellinghouse with basement development and associated amenity space (resubmission of withdrawn application ref : VOID/2021/1691).	Cameron Sturges

Fortis Green	Householder planning permission	HGY/2023/1499	Approve with Conditions	22/11/2023	24 Curzon Road, Hornsey, London, N10 2RA	External wall insulation to rear facades, upgrade and alterations to roofs, new windows/doors, installation of photovoltaics on roofs and air source heat pump.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2023/1704	Approve with Conditions	24/10/2023	52 Collingwood Avenue, Hornsey, London, N10 3ED	Proposed full width ground rear side infill, internal alterations and all associated works.	Josh Parker
Fortis Green	Householder planning permission	HGY/2023/1894	Approve with Conditions	24/11/2023	32 Leaside Avenue, Hornsey, London, N10 3BU	Change to angle of roof to hipped end and erection of rear dormer window with insertion of velux windows to front, rear and side.	Eunice Huang
Fortis Green	Lawful development: Proposed use	HGY/2023/2191	Permitted Development	30/10/2023	2 Greenham Road, Hornsey, London, N10 1LP	Certificate of Lawfulness for proposed loft conversion including a hip to gable and roof extensions, chimney removal and installation of roof lights.	Sabelle Adjagboni
Fortis Green	Removal/variation of conditions	HGY/2023/2297	Approve with Conditions	17/11/2023	108 Colney Hatch Lane, Hornsey, London, N10 1EA	Variation of condition 2 (approved plans) attached to planning permission HGY/2022/4184 to amend drawings, including extension of front light well and rear amenity areas, change of internal layout including addition of a lift, and relocation of side elevation windows.	Eunice Huang
Fortis Green	Householder planning permission	HGY/2023/2317	Approve with Conditions	24/10/2023	41 Grand Avenue, Hornsey, London, N10 3BS	Partial excavation of the lower ground floor and creation of new entrance at lower level, single story infill extension to rear, redesign and rebuild of the existing closet wing, loft external re-cladding, roof light amendments to the front roof pitch, various upgrades to roof finishes on the front and rear roof pitch and replacement of windows.	Josh Parker
Fortis Green	Householder planning permission	HGY/2023/2370	Approve with Conditions	17/11/2023	38 Ringwood Avenue, Hornsey, London, N2 9NS	Single storey rear extension with roof lights, part infill first floor extension and associated external alterations.	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2023/2416	Approve with Conditions	03/11/2023	11 Marriott Road, Hornsey, London, N10 1JJ	Formation of a hip-to-gable roof extension with rear dormer, installation of no.3 roof lights on the front slope and the raising of the ridge line by 500mm to facilitate better internal ceiling heights.	Oskar Gregersen
Fortis Green	Full planning permission	HGY/2023/2438	Refuse	06/11/2023	Hilldene Court, 11 Alexandra Park Road, Hornsey, London, N10 2DB	The installation of 4No. antenna apertures, 4No. 600mm diameter transmission dishes along with 4no. equipment cabinets at roof level, 1no. meter cabinet at ground level and ancillary development thereto.	Kwaku Bossman-Gyamera
Fortis Green	Full planning permission	HGY/2023/2455	Refuse	24/11/2023	113 Coppetts Road, Hornsey, London, N10 1JH	Erection of two-storey, three-bedroom dwelling with associated car parking space.	Cameron Sturges
Fortis Green	Lawful development: Proposed use	HGY/2023/2478	Permitted Development	09/11/2023	29 Beech Drive, Hornsey, London, N2 9NX	Certificate of Lawful development: Proposed rear dormer roof extension and hip-to-gable and removal of chimney stack.	Ben Coffie

Fortis Green	Lawful development: Proposed use	HGY/2023/2573	Approve with Conditions	21/11/2023	2 Woodside Avenue, Hornsey, London, N6 4SS	Certificate of lawfulness for the erection of a detached outbuilding for incidental use as a single garage, cycle store/workshop, gym, and garden equipment store, and for associated alterations to the boundary enclosure and garage access on Lanchester Road.	Sarah Madondo
Fortis Green	Lawful development: Proposed use	HGY/2023/2576	Permitted Development	24/10/2023	11 Lynmouth Road, Hornsey, London, N2 9LR	Rear dormer, front roof lights, replacement windows and doors, removal of 3 and reinstatement of 1 chimney stack, and installation of air source heat pump in front garden (Certificate of lawfulness)	Emily Whittredge
Fortis Green	Lawful development: Proposed use	HGY/2023/2629	Permitted Development	06/11/2023	35 Midhurst Avenue, Hornsey, London, N10 3EP	Certificate of Lawful Development: proposed outbuilding in rear garden.	Ben Coffie
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/2879	No Objections	26/10/2023	6 Springcroft Avenue, Hornsey, London, N2 9JE	Five day notice for the pollarding of a lime tree in the rear garden of 6 Springcroft Gardens N2 9JE. The tree forks into 3 stems at approx 6m. One of the stems tore out very recently and smashed sheds and fences. The two remaining stems are both leaning towards properties/gardens. Even from the ground extensive decay is visible in the tear wound. I am very concerned that one of the remaining stems will fail in a high wind, as they all grow from an old pollard head. I propose pollarding the tree just below the main fork. I suspect there will still be a lot of decay at that point but the tree owner has agreed to regularly pollard the tree to reduce any chance of the regrowth failing.	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/1680	Approve with Conditions	23/10/2023	19 Ringwood Avenue, Hornsey, London, N2 9NT	Works to tree protected by a TPO. T1: Oak (18m): Reduce 2 branches over trampoline to reduce risk of failure	Daniel Monk
Fortis Green	Approval of details reserved by a condition	HGY/2023/2364	Approve	17/11/2023	50 Lanchester Road, Hornsey, London, N6 4TA	Approval of details pursuant to discharge condition 4 (soft and hard landscaping) and condition 7 (Privacy Screen) attached to planning permission HGY/2019/1070.	Ben Coffie
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/2434	Approve with Conditions	13/11/2023	45 Ringwood Avenue, Hornsey, London, N2 9NT	T1: Oak: Pollard, removing 4-5m of growth and remove major dead wood due to severe die back in the crown and large weak overextending limbs	Daniel Monk
Fortis Green	Approval of details reserved by a condition	HGY/2023/2450	Approve	20/11/2023	186 Creighton Avenue, Hornsey, London, N2 9BJ	Approval of details pursuant to condition 6 (foundations to outbuilding) and condition 9 (green roof) attached to planning application ref: HGY/2022/4164.	Josh Parker
Harringay	Householder planning permission	HGY/2023/1342	Approve with Conditions	03/11/2023	First Floor Flat, 26 Falkland Road, Hornsey, London, N8 0NX	Erection of external staircase to first floor side elevation, chimney breast removal, internal alteration associated with changes to fenestration.	Josh Parker
Harringay	Full planning permission	HGY/2023/1632	Approve with Conditions	06/11/2023	4 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX	Installation of an extraction pipe to facilitate the change of use of a retail unit (Class E) to a restaurant (Class E).	Daniel Boama

Harringay	Full planning permission	HGY/2023/1970	Approve with Conditions	09/11/2023	Shop, 429 Green Lanes, Hornsey, London, N4 1HA	Installation of external air conditioning unit to rear elevation	Laina Levassor
Harringay	Full planning permission	HGY/2023/2208	Approve with Conditions	16/11/2023	32 Endymion Road, Hornsey, London, N4 1EQ	Proposed single storey ground floor infill extension with roof terrace above and conversion of a family dwelling into 2 x 3beds & 1x 1Bed self contained flats.	Zara Seelig
Harringay	Full planning permission	HGY/2023/2533	Approve with Conditions	23/11/2023	Regis Court, Denmark Road, Hornsey, London, N8 0DW	Replacement of windows and doors with double glazed uPVC windows and doors.	Mark Chan
Harringay	Householder planning permission	HGY/2023/2555	Approve with Conditions	20/11/2023	31 Hewitt Road, Hornsey, London, N8 0BS	Erection of a ground floor rear roof extension, raised ridge roof extension complete with L-shaped dormer, roof terrace, internal alterations and all associated works. (AMENDED DESCRIPTION)	Daniel Boama
Harringay	Full planning permission	HGY/2023/2556	Refuse	20/11/2023	First Floor Flat, 104 Raleigh Road, Hornsey, London, N8 0JA	Renovation of a 1-bedroom into a 2-bedroom flat with the construction of a rear dormer loft conversion extension with 3no. front-facing roof lights and the installation of a roof terrace at the second-floor level over the existing rear outrigger with internal alterations at first floor flat.	Kwaku Bossman-Gyamera
Harringay	Householder planning permission	HGY/2023/2603	Approve with Conditions	23/11/2023	31 Hewitt Road, Hornsey, London, N8 0BS	Erection of a ground floor rear roof extension, raised ridge roof extension complete with L-shaped dormer and Juliet balcony, internal alterations and all associated works. (AMENDED DESCRIPTION)	Daniel Boama
Harringay	Lawful development: Proposed use	HGY/2023/2740	Permitted Development	30/10/2023	97 Duckett Road, Hornsey, London, N4 1BL	Rear dormer extension above the rear addition (Certificate of lawfulness)	Emily Whittredge
Harringay	Lawful development: Proposed use	HGY/2023/2755	Permitted Development	06/11/2023	68 Fairfax Road, Hornsey, London, N8 0NG	Rear dormer and outrigger extension; front roof lights (Certificate of lawfulness)	Emily Whittredge
Harringay	Householder planning permission	HGY/2023/2758	Approve with Conditions	22/11/2023	97 Duckett Road, Hornsey, London, N4 1BL	Erection of single storey rear infill extension, rear dormer roof extension, rooflights and new roof turret to the front of the roof	Emily Whittredge
Harringay	Lawful development: Existing use	HGY/2023/2907	Approve	27/10/2023	97 Duckett Road, Hornsey, London, N4 1BL	Use of the property as a single family dwelling (C3) (Certificate of lawfulness)	Emily Whittredge
Hermitage & Gardens	Full planning permission	HGY/2023/2342	Approve with Conditions	23/11/2023	Flat 1, 40 Hermitage Road, Tottenham, London, N4 1LY	Creation of a single-storey ground floor wraparound extension with bi-folding doors and 3x new skylights	Nathan Keyte
Hermitage & Gardens	Householder planning permission	HGY/2023/2353	Approve with Conditions	10/11/2023	Ground Floor Flat, 37 Rutland Gardens, Tottenham, London, N4 1JN	Proposed erection of a single storey side extension, replacement of rear garden stairs, replacement of rear door with window, proposed cycle and waste storage in front garden, subdivision of the rear garden.	Ben Coffie
Hermitage & Gardens	Lawful development: Proposed use	HGY/2023/2844	Permitted Development	21/11/2023	20 Eade Road, Tottenham, London, N4 1DH	Rear roof extension (Certificate of lawfulness)	Emily Whittredge
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2308	Approve	31/10/2023	108, Vale Road, London N4 1TD	Approval of details reserved by a condition 12a(Design stage accreditation certificates) attached to planning permission HGY/2022/0044	Sarah Madondo

Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2309	Approve	31/10/2023	108, Vale Road, London N4 1TD	Approval of details reserved by a condition 8 (Delivery & Servicing Plan) attached to planning permission HGY/2022/0044	Sarah Madondo
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/2327	Approve	09/11/2023	108 Vale Road, London N4 1TD	Approval of details reserved by a condition 7 (Details of electric vehicle charging points (EVCP) provision) attached to planning reference HGY/2022/0044.	Sarah Madondo
Hermitage & Gardens	Non-Material Amendment	HGY/2023/2559	Approve	16/11/2023	Land adjoining Remington Road and, Pulford Road, London, N15	Non-Material Amendment to planning permission ref. HGY/2021/2882 granted on 9th June 2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities; namely for amendments to elevational treatment and materials.	Tania Skelli
Hermitage & Gardens	Non-Material Amendment	HGY/2023/2731	Approve	08/11/2023	13 Surrey Gardens, Tottenham, London, N4 1UD	Non-Material Amendment to approved application HGY/2021/3171 (Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.7m) for an additional 550mm fascia to the rear of the approved extension to provide rain cover.	Oskar Gregersen
Hermitage & Gardens	Non-Material Amendment	HGY/2023/2944	Approve	22/11/2023	Land adjoining Remington Road and Pulford Road, London, N15	Non-Material Amendment to planning permission ref. HGY/2021/2882 granted on 9th June 2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities; for the reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.	Daniel Boama

Highgate	Full planning permission	HGY/2022/4019	Approve with Conditions	07/11/2023	Land Fronting 86 - 114, Southwood Lane, Hornsey, London, N6 5SY	Repair and partial rebuild of a brick pier and strengthening of a section of the boundary wall facing Southwood Lane and adjacent to Highstone House (60a Jacksons Lane).	Mark Chan
Highgate	Full planning permission	HGY/2023/1125	Approve with Conditions	17/11/2023	Basement And Ground Floor Flat A, 214 Archway Road, Hornsey, London, N6 5AX	Alterations to existing outbuilding to provide home office space	Eunice Huang
Highgate	Listed building consent (Alt/Ext)	HGY/2023/1319	Approve with Conditions	06/11/2023	12 Wood Lane, Hornsey, London, N6 5UB	Replacement or areas of lath an plaster ceilings damaged in a plumbing leak to the 2nd, 1st and ground floor ceilings on the garden side reception rooms.	Josh Parker
Highgate	Full planning permission	HGY/2023/1536	Approve with Conditions	30/10/2023	Flat 1, 16 Milton Road, Hornsey, London, N6 5QD	Erection of a single storey rear outbuilding.	Sabelle Adjagboni
Highgate	Change of use	HGY/2023/1851	Approve with Conditions	25/10/2023	222 Archway Road, Hornsey, London, N6 5AX	Change of use of the basement and ground floors levels from offices (Use Class E) to residential (Use Class C3) with associated external works.	Cameron Sturges
Highgate	Removal/variation of conditions	HGY/2023/2071	Approve with Conditions	13/11/2023	8 Southwood Lawn Road, Hornsey, London, N6 5SF	Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2023/0861 to amend the approved scheme with the installation of an external Air Source Heat Pump (ASHP) located in the rear garden, erection of a single storey outbuilding in the rear garden with new tiled area, replacement of front elevation pebbledash finish with matching white painted render, replacement of steel corner column adjacent to rear kitchen window with brick pier.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2023/2251	Approve with Conditions	13/11/2023	24 Stanhope Road, Hornsey, London, N6 5NG	Enlargement of front and rear dormers including the formation of a rear L shaped dormer with roof terrace and pergola. Removal of chimney stacks. Replacement and enlargement of single storey rear projection with timber cladding and a new green roof. Alterations to the rear elevation of the main building including the installation of a new timber brise soleil. Erection of a new pergola with decking adjoining the rear of new extension with the outbuilding/garage. Alterations to the rear outbuilding/garage facing Claremont Road including a new glazed canopy and garden door. Removal of clay tile plinths from front garden wall and façade. New front garden gates installed to the North and the south of the front wall.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2023/2361	Approve with Conditions	26/10/2023	13 Cholmeley Crescent, Hornsey, London, N6 5EZ	Demolition of existing conservatory and erection of new single storey rear extension; and the alteration and enlargement of existing single storey side extension.	Nathan Keyte

Highgate	Full planning permission	HGY/2023/2415	Approve with Conditions	14/11/2023	48 Yeatman Road, Hornsey, London, N6 4DT	Erection of a hip to gable roof extension with a rear dormer window, installation of 2no. front rooflights, erection of a ground floor rear extension, and demolition of existing garage and erection of a ground floor side extension. (AMENDED DESCRIPTION)	Mark Chan
Highgate	Listed building consent (Alt/Ext)	HGY/2023/2479	Approve with Conditions	08/11/2023	1 St Georges Terrace, 6 North Hill, Hornsey, London, N6 4PW	Listed Building Consent for addition of rooflights, replacement of the rear door and internal alterations to spiral staircase and roof trusses.	Cameron Sturges
Highgate	Removal/variation of conditions	HGY/2023/2480	Approve with Conditions	23/10/2023	23 Bancroft Avenue, Hornsey, London, N2 0AR	Variation of condition 2 (approved plans) attached to planning permission HGY/2023/0581 to change approved metal railing to brickwork, The rear extension on the first floor will be further extended on the right hand side of the building and the installation of two new Juliette balconies at the rear of the first floor extension.	Ben Coffie
Highgate	Householder planning permission	HGY/2023/2496	Approve with Conditions	14/11/2023	Flat 17, Southwood Hall, Muswell Hill Road, Hornsey, London, N6 5UF	Replacement of life-expired Crittall metal casement windows and wooden balcony door, with new double-glazed Heritage Window Company metal casements and balcony door, set in existing wooden frames.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2023/2525	Approve with Conditions	16/11/2023	Flat 1, 13 Milton Road, Hornsey, London, N6 5QD	Like for like replacement of bathroom casement window and bedroom door with side and top light (both to rear of building)	Oskar Gregersen
Highgate	Householder planning permission	HGY/2023/2526	Approve with Conditions	16/11/2023	Tor House, 27 Shepherds Hill, Hornsey, London, N6 5QL	Replacement of existing double glazed white powder coated aluminium windows with like for like double glazed aluminium units. (AMENDED DESCRIPTION).	Mercy Oruwari
Highgate	Lawful development: Proposed use	HGY/2023/2648	Permitted Development	08/11/2023	81 Cholmeley Crescent, Hornsey, London, N6 5EX	Certificate of lawfulness for the proposed installation of photovoltaic panels on the property's roof and dormer roof. Application under Schedule 2, Part 14, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2023/3006	No Objections	09/11/2023	Greenbanks, Courtenay Avenue, Hornsey, London, N6 4LR	Fell large dead Oak tree under a Five Day Notice.	Daniel Monk
Highgate	Prior notification: Development by telecoms operators	HGY/2023/3001	Permitted Development	07/11/2023	Mountbatten House, Hillcrest, Hornsey, London, N6 4HJ	Formal notification in writing of one calendar month notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations,	Kwaku Bossman-Gyamera

Highgate	Prior notification: Development by telecoms operators	HGY/2023/3151	Permitted Development	23/11/2023	Southwood Park, Southwood Lawn Road, Hornsey, London, N6 5SG	Formal notification in writing of 28 days? notice in advance, of the intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises: removal and replacement of 3no antennas, internal upgrade of existing equipment cabin and ancillary development thereto	Kwaku Bossman-Gyamera
Highgate	Approval of details reserved by a condition	HGY/2023/1116	Approve	01/11/2023	Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF	HGY/2023/1116 - Approval of details reserved by conditions attached to planning permission HGY/2020/1326: Condition 4 (Folly) and Condition 6 (Refuse Strategy).	Matthew Gunning
Highgate	Approval of details reserved by a condition	HGY/2023/1368	Approve	30/10/2023	1 St Georges Terrace, 6 North Hill, Hornsey, London, N6 4PW	Part approval of details pursuant to Condition 4 (materials) attached to planning permission HGY/2022/1177.	Cameron Sturges
Highgate	Consent under Tree Preservation Orders	HGY/2023/1380	Approve with Conditions	13/11/2023	Flat A, 9 Langdon Park Road, Hornsey, London, N6 5PS	There is a ash tree in our garden which has a TPO, an application was approved in 2016 to carry out works. We would like to do something similar, i.e. we would like to reduce the size of the tree please which is now very tall, almost like the entire height of the property, this means that all of our patio is in the shade. The tree is also hanging over the neighbours property in Wembury Mews. We would like to reduce the size of the tree by approximately 2-3 metres in both laterals and height.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/1730	Approve with Conditions	31/10/2023	2 Courtenay Avenue, Hornsey, London, N6 4LP	Willow T15 - remove dead stem and pollard remaining crown at approximately 6m in height. Plant 1no. heavy standard Quercus robur to replace erroneously felled T20 in suitable location along southern boundary. T20's stump is regrowing so consideration will be given to the future growth of both trees.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/1791	Approve	23/10/2023	15 Broadlands Road, Hornsey, London, N6 4AE	Approval of details pursuant to condition 4 (Replacement trees & additional landscaping) of planning permission HGY/2021/0048 dated 30/05/2022.	Neil McClellan
Highgate	Consent under Tree Preservation Orders	HGY/2023/1811	Approve with Conditions	13/11/2023	Red Gables, Courtenay Avenue, Hornsey, London, N6 4LR	Eucalyptus in rear garden: Overall crown reduction by up to 3 metres to provide a lighter and more compact form; remove any dead and defective branchwood.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/2067	Approve	06/11/2023	55 Southwood Lane, Hornsey, London, N6 5DX	Approval of details pursuant to condition 4 (chimney details) attached to planning permission HGY/2022/2530	Eunice Huang

Highgate	Non-Material Amendment	HGY/2023/2097	Approve	09/11/2023	25 Sheldon Avenue, London N6 4JS	Non-Material Amendment to planning permission HGY/2023/0078 to demolish existing front façade, amend proposed front façade, amend roof form and raise ridge level over north-eastern wing, amend part-pitched roof over ground floor to a flat roof, amend second floor dormer windows, add first floor window on north-east elevation and internal alterations.	Eunice Huang
Highgate	Consent under Tree Preservation Orders	HGY/2023/2126	Approve with Conditions	06/11/2023	9 Sheldon Avenue, Hornsey, London, N6 4JS	Works to tree protected by an Area TPO T1- Oak tree (25m)- with large split running down trunk - reduce trunk with large split to approximately 3m above fork in trunk to a suitable growth point. The spilt is very deep and goes 3/4 of the way through the trunk. We carried out a climbing inspection and have some videos that we can share if needed.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/2183	Approve	27/10/2023	The Cottage, 112 Highgate Hill, Hornsey, London, N6 5HE	Approval of details pursuant to condition 3A (decking, pergola and hard landscaping details) attached to planning permission HGY/2022/3996.	Eunice Huang
Highgate	Approval of details reserved by a condition	HGY/2023/2207	Approve	01/11/2023	25 Sheldon Avenue, Hornsey, London, N6 4JS	Approval of details pursuant to conditions 5 (trees) and 6 (basement works) attached to planning permission HGY/2023/0078	Eunice Huang
Highgate	Consent under Tree Preservation Orders	HGY/2023/2296	Refuse	13/11/2023	Bracken Knoll, Courtenay Avenue, Hornsey, London, N6 4LP	T1 Cypress: Fell to ground level Reasons: Poor form and overgrown shape/ Ivy damage, unsuitable for pruning due to species, replanting with broadleaf specimen. Unsuitable at maturity poor location.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/2312	Approve with Conditions	13/11/2023	469 Archway Road, Hornsey, London, N6 4HX	Works to trees protected by a TPO. 3 x Large Leylandii Cypresses - Reduce the height of all 3 trees by 3-4m Reduce the crown spread all round to balance and shape (approx. 1.5-2m) To reduce the wind loading on the canopies. The boundary wall is already damaged by the expansion of the trunk and roots. Maintenance works in line with good Arboricultural practice.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/2340	Approve with Conditions	13/11/2023	20C Broadlands Road, Hornsey, London, N6 4AN	Works to trees protected by a TPO: T1- Lime tree- (24m)- Crown reduction of approximately two metres on all aspects of tree (back to previous pruning points), removal of epicormic sprouts to crown break. T2-Lime tree-(24m)-Crown reduction of approximately two metres on all aspects of tree (back to previous pruning points), removal of epicormic sprouts to crown break.	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2023/2419	Approve with Conditions	01/11/2023	17 Broadlands Road, Hornsey, London, N6 4AE	Works to tree protected by a Group TPO. T1 London Plane - Crown thin 30% - Crown reduce 10-15% - Reshape accordingly - Remove dead wood. Height reduction by up to 1.5-1.75m Spread reduction by up to 1.5 to 1.75m Regular maintenance of a large tree in close proximity to the house and overhanging the road.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/2433	Approve	30/10/2023	47 North Road, Hornsey, London, N6 4BE	Approval in part of details pursuant to condition 3 (Details) attached to planning permission HGY/2022/4382.	Nathan Keyte
Highgate	Non-Material Amendment	HGY/2023/2803	Approve	14/11/2023	Former Newstead Nursing Home, Denewood Road, London, N6 4AL	Non-material amendment following a grant of planning permission HGY/2018/3205 to amend the trigger point of conditions 3 (Materials) , 5 (landscaping) and 19 (Energy Strategy)	Valerie Okeiyi
Hornsey	Full planning permission	HGY/2022/4244	Approve with Conditions	25/10/2023	18 Rathcoole Gardens, Hornsey, London, N8 9NB	Replacement of existing windows and doors with new double-glazed uPVC windows and doors.	Neil McClellan
Hornsey	Full planning permission	HGY/2022/4245	Approve with Conditions	25/10/2023	36 Rathcoole Gardens, Hornsey, London, N8 9NB	Replacement of existing windows and doors with new double-glazed uPVC windows and doors.	Neil McClellan
Hornsey	Removal/variation of conditions	HGY/2023/1835	Approve with Conditions	22/11/2023	Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Section 73 (MMA) application to vary condition 3 of planning permission ref. HGY/2022/3858 granted on 01/06/2023 (for the Redevelopment of the car park adjacent to Wat Tyler House to provide 15 new homes in a part 4, 5 and 7 storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate) namely to provide flexibility for the Council to charge London Affordable Rent	Nathan Keyte
Hornsey	Householder planning permission	HGY/2023/1930	Approve with Conditions	08/11/2023	36 Clovelly Road, Hornsey, London, N8 7RH	Erection of a rear single storey partial infill extension including the creation of a courtyard.	Mercy Oruwari
Hornsey	Full planning permission	HGY/2023/2157	Approve with Conditions	21/11/2023	7 Harold Road, Hornsey, London, N8 7DE	Construction of single storey outbuilding in rear garden of existing day nursery for use as a garden room (retrospective planning application).	Cameron Sturges
Hornsey	Full planning permission	HGY/2023/2335	Approve with Conditions	25/10/2023	Flat A, 46 North View Road, Hornsey, London, N8 7LL	Loft conversion with rear facing dormer and 2 x velux rooflights to front facing roof, with alterations to existing rear window.	Ben Coffie
Hornsey	Full planning permission	HGY/2023/2338	Approve with Conditions	02/11/2023	16 Church Lane, Hornsey, London, N8 7BU	Erection of ground floor rear extension to serve Flats 2 and 3, and associated terrace and fencing (re-submission of expired previous approval reference HGY/2020/0207).	Oskar Gregersen
Hornsey	Full planning permission	HGY/2023/2424	Approve with Conditions	06/11/2023	7A Hawthorn Road, Hornsey, London, N8 7LY	Erection of an outbuilding in the rear of the garden.	Ben Coffie
Hornsey	Full planning permission	HGY/2023/2513	Approve with Conditions	13/11/2023	Ground Floor Flat, 23 Park Avenue North, Hornsey, London, N8 7RU	Proposed single storey rear and side extension.	Ben Coffie

Hornsey	Householder planning permission	HGY/2023/2597	Approve with Conditions	02/11/2023	5 Montague Road, Hornsey, London, N8 9PJ	Demolition of existing single storey side/rear structure and construction of a single storey side/rear extension with roof lights	Laina Levassor
Hornsey; Unknown	Full planning permission	HGY/2021/1909	Approve with Conditions	10/11/2023	Cross House, 7, Cross Lane, London, N8 7SA	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 6 car parking spaces and refuse storage.	Valerie Okeiyi
Muswell Hill	Approval of details reserved by a condition	HGY/2017/2641	Not Determined	13/11/2023	St Lukes Woodside Hospital, Woodside Avenue, London, N10 3JA, London	Approval of details pursuant to condition 3 (Method Statement) attached to planning permission HGY/2016/0242	Christopher Smith
Muswell Hill	Householder planning permission	HGY/2023/1420	Approve with Conditions	23/10/2023	70 Muswell Hill Place, Hornsey, London, N10 3RR	Proposed rear extension to ground and lower ground level.	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2023/1659	Refuse	27/10/2023	13 Onslow Gardens, Hornsey, London, N10 3JT	Use of existing outbuilding, to provide sleeping accommodation ancillary to existing property.	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2023/1743	Approve with Conditions	22/11/2023	First Floor Flat, 40 Dukes Avenue, Hornsey, London, N10 2PU	Loft conversion comprising rear dormer extension and creation of new 2nd floor roof terrace with balustrade.	Cameron Sturges
Muswell Hill	Householder planning permission	HGY/2023/2105	Approve with Conditions	07/11/2023	Queens Mansions, Queens Avenue, Hornsey, London, N10 3PD	Retrospective application for conversion of existing basement porters office to 1 bedroom self-contained flat.	Cameron Sturges
Muswell Hill	Householder planning permission	HGY/2023/2174	Approve with Conditions	15/11/2023	95 Wood Vale, Hornsey, London, N10 3DL	Proposed ground floor rear extension, replacement of existing side extension with new side extension, replacement windows and doors, new Juliet balcony on first floor rear elevation and alteration to current rear dormer, installation of new rooflight removal of existing exterior paintwork and pebbledash render (AMENDED DESCRIPTION).	Josh Parker
Muswell Hill	Householder planning permission	HGY/2023/2266	Approve with Conditions	27/10/2023	59 Woodland Gardens, Hornsey, London, N10 3UE	Single storey rear extension to existing lower ground floor level. Internal alterations. Rebuilding of existing 3 storey rear outrigger and alteration of outrigger roof. Rear dormer extension to principal roof.	Josh Parker
Muswell Hill	Full planning permission	HGY/2023/2336	Approve with Conditions	01/11/2023	Flat D, 30 Methuen Park, Hornsey, London, N10 2JS	Demolition of existing conservatory, proposed outrigger dormer on conservatory footprint and associated works	Josh Parker
Muswell Hill	Householder planning permission	HGY/2023/2566	Refuse	20/11/2023	Flat D, 31 Woodland Gardens, Hornsey, London, N10 3UE	Construction of rear roof terrace with 1.1m high V-shaped glass balustrade above the 3 storey outrigger at third (loft) floor level.	Daniel Boama
Muswell Hill	Full planning permission	HGY/2023/2579	Approve with Conditions	21/11/2023	26 Woodland Rise, Hornsey, London, N10 3UG	Reconversion of 3 flats back into a single dwelling	Josh Parker
Muswell Hill	Householder planning permission	HGY/2023/2622	Approve with Conditions	24/11/2023	24 Cascade Avenue, Hornsey, London, N10 3PU	Proposed single storey ground floor rear extension.	Ben Coffie
Muswell Hill	Lawful development: Proposed use	HGY/2023/2662	Permitted Development	16/11/2023	53 Wood Vale, Hornsey, London, N10 3DL	Loft conversion with rear / side dormer and roof lights (Certificate of lawfulness)	Emily Whittredge

Muswell Hill	Prior notification: Development by telecoms operators	HGY/2023/2872	Permitted Development	24/10/2023	77 Muswell Hill, Hornsey, London, N10 3PJ	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? The proposed upgrade comprises the removal and replacement of 2no. existing antennas with 2no. new antennas, the installation of 1no. 300mm dish, the installation of 2no. cabinets, internal cabinet works and ancillary works thereto.	Kwaku Bossman-Gyamera
Muswell Hill	Consent under Tree Preservation Orders	HGY/2023/1257	Approve with Conditions	13/11/2023	16 Cranmore Way, Hornsey, London, N10 3TP	Atlas Cedar T1 (20M high, 1200mm dia.) - Flat topped and very wide spreading tree. All pruning to be back to a suitable growth point. 1. NE side over 16 CW - draw back lateral growth by up to 1 metre 2. NW side over 8 Rookfield Avenue - draw back lateral overhang by up to 2 metres 3. W side over 10 RA - draw back lateral overhang by up to 2 metres 4. SW side over 18 CW - draw back lateral overhang by up to 2 metres 5. S side over hedge and footpath - draw back lateral overhang by up to 2 metres Reason: Shading and very close proximity to buildings.	Daniel Monk
Muswell Hill	Consent under Tree Preservation Orders	HGY/2023/2538	Approve with Conditions	16/11/2023	First Floor Flat, 280 Muswell Hill Broadway, Hornsey, London, N10 2QR	Works to tree protected by a TPO T1 Ash - reduce crown height by 3 metres, reduce crown spread by 2-3 metres	Daniel Monk
Noel Park	Non-Material Amendment	HGY/2022/2274	Approve	17/11/2023	Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 6XJ	Non-Material amendment to planning permission (HGY/2021/0624) to amend Conditions 2 (Approved drawings and supporting documents) in relation to Building E2	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2021/3051	Refuse	03/11/2023	1, Gladstone House, High Road, London, N22 6JS	Installation of 4 no condenser units, new acoustic roof to go over condensers and new extract grilles	Zara Seelig
Noel Park	Removal/variation of conditions	HGY/2023/1953	Approve with Conditions	26/10/2023	17 High Road, Wood Green, London, N22 6BH	Variation of condition 3 (opening hours) of planning permission ref. HGY/2020/2996 for Change of use from betting shop (Sui Generis) to adult gaming centre (Sui Generis), namely to amend the opening hours from 8:00-23:00 to 8:00-2:00 Monday to Sunday and Bank Holidays	Emily Whittredge
Noel Park	Householder planning permission	HGY/2023/2356	Approve with Conditions	27/10/2023	1 Willingdon Road, Wood Green, London, N22 6SG	Erection of an outbuilding to form a garden storage area and a utility area.	Mercy Oruwari
Noel Park	Lawful development: Existing use	HGY/2023/2367	Approve	30/10/2023	2 Hazel Mews, Wood Green, London, N22 6DT	Certificate of lawfulness of existing use of the site for residential use and domestic garden at 2 Hazel Mews, Wood Green, London, N22 6DT.	Daniel Boama
Noel Park	Householder planning permission	HGY/2023/2432	Approve with Conditions	06/11/2023	140 Maurice Avenue, Wood Green, London, N22 6PU	Erection of a single storey rear extension and internal alterations to a single family dwelling.	Daniel Boama

Noel Park	Full planning permission	HGY/2023/2611	Approve with Conditions	24/11/2023	Shop, 37 High Road, Wood Green, London, N22 6BH	Demolition of existing rear extension and construction of new replacement rear extension.	Kwaku Bossman-Gyamera
Noel Park	Lawful development: Existing use	HGY/2023/2938	Approve	08/11/2023	Units 2-3 Brampton Park Road, Wood Green, London, N22 6BG	Certificate of lawfulness for the existing use of the premises as a café/restaurant and hot food-takeaway (sui-generis use).	Neil McClellan
Noel Park	Approval of details reserved by a condition	HGY/2023/0866	Approve	22/11/2023	44-46, High Road, London, N22 6BX	Approval of details pursuant to condition 26 (Living roof) attached to planning appeal reference APP/Y/5420/W/18/3218865 (original planning reference HGY/2018/1472)	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2023/2845	Approve	24/11/2023	Block E, Chocolate Factory, 5 Clarendon Road Off Coburg Road, Wood Green, London, N22 6XJ	Approval of details pursuant to condition 15 partial discharge (Landscaping) of planning permission HGY/2017/3020 in relation to Building E2 only	Valerie Okeiyi
Noel Park	Non-Material Amendment	HGY/2023/2906	Approve	24/11/2023	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Non-material amendments to planning permission HGY/2019/1775 to formalise the addition of the commercial floor space	Valerie Okeiyi
Noel Park	Non-Material Amendment	HGY/2023/2953	Approve	07/11/2023	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Non-material amendments following a grant of planning permission HGY/2020/1851 for changes to the type of cladding and reduction in overall building heights	Valerie Okeiyi
Northumberland Park	Approval of details reserved by a condition	HGY/2022/0804	Approve	02/11/2023	639, High Road, London, N17 8AA	Approval of details pursuant to condition 8 (detailed drawings or samples of materials) attached to planning permission HGY/2021/2202. This is a partial discharge of condition 8 in respect of parts a) (escape door), c) (external signage) and e) (bin stores and bicycle shelters).	Emily Whittredge
Northumberland Park	Approval of details reserved by a condition	HGY/2022/0803	Approve	02/11/2023	639, High Road, London, N17 8AA	Approval of details pursuant to condition 4 (detailed drawings or samples of materials) attached to listed building consent HGY/2021/2203. This is a partial discharge of condition 8 in respect of parts a) (escape door), c) (external signage) and f) (bin stores and bicycle shelters), g) (suspended ceilings) and h) (internal walls & floors).	Emily Whittredge
Northumberland Park	Removal/variation of conditions	HGY/2023/1889	Approve with Conditions	26/10/2023	5 St Marys Close, Tottenham, London, N17 9UD	Application under Section 73 to vary the wording of condition 14 of planning permission ref: HGY/2020/0136 (Redevelopment of parking spaces and part of roadway to erect 2 x dwelling houses with front and rear gardens with provision of 2 x parking spaces) to give Local Authority flexibility to charge rent at London Affordable Rate.	Ben Coffie

Northumberland Park	Full planning permission	HGY/2023/2540	Approve with Conditions	02/11/2023	28 Tilson Road, Tottenham, London, N17 9UY	Erection of single storey rear wraparound extension.	Laina Levassor
Northumberland Park	Full planning permission	HGY/2023/2542	Approve with Conditions	16/11/2023	66 Brantwood Road, Tottenham, London, N17 0EU	Single storey rear extension and the subdivision of the existing property into two flats (1x3B4P & 1x1B2P)	Zara Seelig
Northumberland Park	Full planning permission	HGY/2023/2595	Refuse	22/11/2023	130 Manor Road, Tottenham, London, N17 0JE	Subdivision of existing dwellinghouse to create two dwellings and associated works.	Zara Seelig
Northumberland Park	Lawful development: Proposed use	HGY/2023/2871	Permitted Development	31/10/2023	92 Shelbourne Road, Tottenham, London, N17 9XY	Certificate of lawfulness for the proposed erection a dormer extension to the rear roof of the property.	Neil McClellan
Northumberland Park	Prior notification: Development by telecoms operators	HGY/2023/3165	Permitted Development	24/11/2023	Concord House, Park Lane, Tottenham, London, N17 0JQ	Formal notification in writing of 28 days notice in advance, of our intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The works entail: - The installation of 1no. transmission dish (to be fixed to the existing telecommunications installation).	Kwaku Bossman-Gyamera
Northumberland Park	Non-Material Amendment	HGY/2023/2647	Approve	31/10/2023	640-656 Benefits Agency, High Road, Tottenham, London, N17 0AD	Non-Material Amendment to planning permission ref. HGY/2022/4267 granted on 15th February 2023 for the following changes: - Replace the existing metal reinforced glazing at the rear elevation, facing the car-park with double glazed windows to match proposed upper floors. - Remove the existing plywood canopies over public corner entrance and staff entrance, with double glazing at high level to match rest of proposed windows and glass canopies to match canopy at no.638 Tottenham High Road. - Reposition the operable windows within the curtain wall so these are at a reasonable height above existing stair landing behind.	Oskar Gregersen
Seven Sisters	Approval of details reserved by a condition	HGY/2022/3249	Approve	24/10/2023	Land adjacent to, 20, Ermine Road, London, N15 6DB	Submission of details pursuant to Condition 5 (External Materials) of planning permission reference HGY/2017/3586.	Neil McClellan
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2779	Approve	24/10/2023	Land adjacent to, 20, Ermine Road, London, N15 6DB	Submission of details pursuant to Condition 12 (Cycle Store Details) attached to planning permission reference HGY/2017/3586.	Neil McClellan
Seven Sisters	Full planning permission	HGY/2023/1917	Approve with Conditions	27/10/2023	1 Stonebridge Road, Tottenham, London, N15 5NY	Retrospective application for the addition of basement and lightwells and the reconfiguration of the internal layout of the three storey residential development granted planning permission under application references HGY/2016/0912 and HGY/2019/2607 in order to provide one additional flat, providing three flats in total (comprising 1x1-bedroom, 1x2-bebdroom and 1x3-bedroom units).	Josh Parker

Seven Sisters	Lawful development: Proposed use	HGY/2023/2358	Refuse	27/10/2023	53 Daleview Road, Tottenham, London, N15 6PL	Proposal is for the erection of a rear dormer roof extension above the existing two storey outrigger.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2023/2469	Refuse	17/11/2023	11 Ermine Road, Tottenham, London, N15 6DB	Alterations to the front elevation and enlargement to front balcony.	Zara Seelig
Seven Sisters	Full planning permission	HGY/2023/2471	Refuse	17/11/2023	Flat B, 83 West Green Road, Tottenham, London, N15 5DA	Retrospective permission for change of use from single family dwelling (Use Class C3) to HMO (Use Class C4) for 5 occupants	Laina Levassor
Seven Sisters	Lawful development: Proposed use	HGY/2023/2488	Permitted Development	13/11/2023	137 Seaford Road, Tottenham, London, N15 5DX	Certificate of Lawfulness proposed use: L-shaped Dormer Loft extension	Sabelle Adjagboni
Seven Sisters	Householder planning permission	HGY/2023/2527	Approve with Conditions	16/11/2023	1 Tarbert Mews, Tottenham, London, N15 5AB	The proposal replaces the existing timber casement windows with modern thick profile double glazed white uPVC units.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2023/2528	Approve with Conditions	16/11/2023	2 Tarbert Mews, Tottenham, London, N15 5AB	The proposal replaces the existing timber casement windows with modern thick profile double glazed white uPVC units.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2023/2529	Approve with Conditions	16/11/2023	59 Braemar Road, Tottenham, London, N15 5HA	The proposal replaces the existing timber sash windows with modern thick profile double glazed uPVC units.	Oskar Gregersen
Seven Sisters	Householder planning permission	HGY/2023/2530	Approve with Conditions	16/11/2023	3 Tarbert Mews, Tottenham, London, N15 5AB	The proposal allows for the renewal of the existing windows and doors with modern thick profile double glazed white uPVC units.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2023/2534	Approve with Conditions	16/11/2023	4 Tarbert Mews, Tottenham, London, N15 5AB	The proposal allows for the renewal of the existing windows and doors with modern thick profile double glazed white uPVC units.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2023/2535	Approve with Conditions	16/11/2023	5 Tarbert Mews, Tottenham, London, N15 5AB	The proposal allows for the renewal of the existing windows and doors with modern thick profile double glazed white uPVC units.	Zara Seelig
Seven Sisters	Lawful development: Proposed use	HGY/2023/2773	Refuse	24/11/2023	9 Daleview Road, Tottenham, London, N15 6PL	Certificate of lawfulness for proposed use of a loft conversion with a rear L-shaped dormer extension, and insertion of 2no. front rooflights and 2no. rear rooflights on the main roof.	Daniel Boama
Seven Sisters	Approval of details reserved by a condition	HGY/2023/1982	Approve	26/10/2023	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 14 (Pollution) attached to application ref: HGY/2022/2250 (Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.) - (PARTIAL DISCHARGE)	Gareth Prosser

Seven Sisters	Approval of details reserved by a condition	HGY/2023/2575	Approve	25/10/2023	Land at Watts Close, London, N15 5DW	Approval of details pursuant to condition 14 (Secure by Design) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings.	Tania Skelli
Seven Sisters	Non-Material Amendment	HGY/2023/2745	Approve	09/11/2023	Land at Watts Close, London N15 5DW	Non-Material Amendment to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings; namely for amendment to the approved emergency swept paths	Tania Skelli
Seven Sisters; Tottenham Green	Full planning permission	HGY/2022/2785	Approve with Conditions	14/11/2023	227-249, High Road, London, N15 5BT	Restoration of the Wards Corner Department Store building for community uses with restaurant on the ground floor. Internal and external alterations at 229-249 to provide a refurbished market hall at ground and first floor levels, plus office space at second floor level. Associated works to remove the front canopy extensions at 231-243 and 247-249 High Road; replace existing shop fronts; install bay windows at first floor level; realign roof to rear elevation and to front elevation to form dormer windows at second floor level; and replace rear skylights.	Gareth Prosser
South Tottenham	Removal/variation of conditions	HGY/2023/1833	Approve with Conditions	22/11/2023	Land Adjacent 6, Stainby Road, Tottenham, London	Application under Section 73 to vary the wording of condition 9 of planning permission ref: HGY/2021/0087 (Erection of two x 3 bedroom houses) to give Local Authority flexibility to charge rent at London Affordable Rate.	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2023/2423	Approve with Conditions	09/11/2023	87 Gladesmore Road, Tottenham, London, N15 6TL	Erection of a single storey wraparound rear extension with 1no. roof lantern. (AMENDED DESCRIPTION)	Daniel Boama
South Tottenham	Lawful development: Proposed use	HGY/2023/2494	Permitted Development	13/11/2023	47 Hanover Road, Tottenham, London, N15 4DL	Certificate of lawfulness proposed: Erection of ground floor rear extensions with formation of rear dormer roof extensions and installation of front rooflights.	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2023/2519	Refuse	15/11/2023	29 Riverside Road, Tottenham, London, N15 6DA	Change from a single dwelling house to a 4 bedroom hmo	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2023/2539	Refuse	16/11/2023	162 Gladesmore Road, Tottenham, London, N15 6TH	Front Porch Extension	Kwaku Bossman-Gyamera

South Tottenham	Full planning permission	HGY/2023/2551	Approve with Conditions	17/11/2023	47 & 49 Fairview Road, Tottenham, London, N15 6LH	Erection of joint first floor rear extension at 47 and 49 Fairview Road	Zara Seelig
South Tottenham	Full planning permission	HGY/2023/2621	Refuse	24/11/2023	37 and 39 and 41 Norfolk Avenue, London N15 6JX	Erection of first-floor rear extension to No 37 and 39 and 41 Norfolk Avenue	Oskar Gregersen
South Tottenham	Lawful development: Proposed use	HGY/2023/2859	Permitted Development	31/10/2023	76 Springfield Road, Tottenham, London, N15 4AZ	Certificate of Lawfulness for proposed dormer extensions to the rear and roof lights to the front.	Neil McClellan
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2549	Not Required	03/11/2023	49 Fairview Road, Tottenham, London, N15 6LH	Erection of single storey extension which extends beyond the rear wall of the original house by 5.87m, for which the maximum height would be 3.3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2608	Not Required	09/11/2023	1 Colless Road, Tottenham, London, N15 4NR	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Consent under Tree Preservation Orders	HGY/2023/2089	Approve with Conditions	30/10/2023	Rear of 225-255 Reedham Close, Tottenham, London, N17 9PU	Works to tree protected by a TPO. T1 - Willow. Re-Pollard back to previous pollard points due to general maintenance and whole tree needing attention.	Daniel Monk
South Tottenham	Non-Material Amendment	HGY/2023/2623	Approve	20/11/2023	20 Townsend Road, Tottenham, London, N15 4NT	Non-Material Amendment to planning permission HGY/2023/1576 to install one single glazed door/window unit rather than a separate window and a separate door at ground level.	Sabelle Adjagb
South Tottenham	Non-Material Amendment	HGY/2023/2839	Approve	17/11/2023	Land and Railway Arches to the South of Page Green Road, London N15 4PG	Non-Material Amendment application to the approved planning application reference HGY/2023/1393 for the amendments to the proposed site layout and siting of the office, to replace it with a single modular office unit.	Sarah Madondo
St Ann's	Removal/variation of conditions	HGY/2023/1813	Approve with Conditions	27/10/2023	38 Cornwall Road, Tottenham, London, N15 5AR	S73 Application for variation of Condition 16 of application HGY/2021/0967 to reference London Affordable Rent or council social rent.	Oskar Gregersen
St Ann's	Full planning permission	HGY/2023/2507	Approve with Conditions	15/11/2023	47 Grove Road, Tottenham, London, N15 5HJ	Removal of a existing chimney and the formation of a new rear dormer window roof extension to a single occupancy first floor flat.	Kwaku Bossman-Gyamera
St Ann's	Lawful development: Proposed use	HGY/2023/2558	Permitted Development	20/11/2023	140 Harringay Road, Tottenham, London, N15 3HL	Certificate of lawfulness for the erection of a rear dormer and roof extension including the relocation of the existing front rooflight and addition of second front rooflight (proposed use).	Mercy Oruwari
St Ann's	Full planning permission	HGY/2023/2620	Approve with Conditions	24/11/2023	St John Vianney Catholic School, Stanley Road, Tottenham, London, N15 3HD	Erection of 3no. temporary marquees for pupil dining during emergency RAAC repair works.	Sarah Madondo
St Ann's	Lawful development: Proposed use	HGY/2023/2841	Permitted Development	07/11/2023	412 St Anns Road, Tottenham, London, N15 3JJ	Rear dormer and outrigger roof extension; roof lights (Certificate of lawfulness)	Emily Whittredge

St Ann's	Prior notification: Development by telecoms operators	HGY/2023/3083	Permitted Development	15/11/2023	St Anns Church Hall, 2 Avenue Road, Tottenham, London, N15 5JG	Formal notification in writing of 28 days? notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The upgrade comprises: the installation of 3no. antennas internally within the tower and the replacement of the existing louvres with Glass Reinforced Plastic (GRP) to match the existing and ancillary development thereto.	Kwaku Bossman-Gyamera
Stroud Green	Full planning permission	HGY/2022/3822	Approve with Conditions	20/11/2023	12, Florence Road, Hornsey, London, N4 4BU	Replacement of single-glazed timber windows for double-glazed timber windows (to the front elevation) and double-glazed uPVC windows to the rear.	Sabelle Adjagboni
Stroud Green	Full planning permission	HGY/2022/3829	Approve with Conditions	20/11/2023	63, Florence Road, Hornsey, London, N4 4DJ	Replacement of single-glazed timber windows for double-glazed timber windows (to the front elevation) and double-glazed uPVC windows to the rear.	Sabelle Adjagboni
Stroud Green	Householder planning permission	HGY/2023/0916	Approve with Conditions	20/11/2023	60 Inderwick Road, Hornsey, London, N8 9LD	Proposed conversion of lower ground floor to create 1 no. studio flat (1p) and all associated works.	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2023/1224	Approve with Conditions	23/10/2023	101 Woodstock Road, Hornsey, London, N4 3EU	Loft conversion comprising a rear dormer extension and the installation of two conservation style rooflights in the front roof slope.	Neil McClellan
Stroud Green	Householder planning permission	HGY/2023/1579	Approve with Conditions	26/10/2023	98 Stapleton Hall Road, Hornsey, London, N4 4QA	Alterations to the window configuration of the lower ground floor front bay window, alterations to the lower ground floor window/door configuration on the rear elevation; replacement balcony/staircase and the erection of two new outbuildings in the rear garden.	Josh Parker
Stroud Green	Full planning permission	HGY/2023/2117	Approve with Conditions	15/11/2023	10 Cornwall Road, Hornsey, London, N4 4PH	Replacement of the existing rear timber double doors and existing rear timber single door to match existing style.	Eunice Huang
Stroud Green	Full planning permission	HGY/2023/2119	Approve with Conditions	17/11/2023	6 Stapleton Hall Road, Hornsey, London, N4 3QD	Replace single glazed, timber sash windows with double glazed, timber sash windows to match existing style, frame colour and fenestration. Replace front entrance timber part glazed three panel door to match existing style.	Zara Seelig
Stroud Green	Full planning permission	HGY/2023/2337	Approve with Conditions	25/10/2023	Ground Floor Flat, 56 Lancaster Road, Hornsey, London, N4 4PT	Construction of single story extension to the rear of the property, with associated reconfiguration of internal spaces	Kwaku Bossman-Gyamera
Stroud Green	Lawful development: Proposed use	HGY/2023/2429	Permitted Development	02/11/2023	105 Inderwick Road, Hornsey, London, N8 9LA	Certificate of Lawfulness for the proposed formation of dormer extensions to the main rear roof and the rear outrigger roof and the installation of three rooflight on the front roof slope.	Ben Coffie

Stroud Green	Householder planning permission	HGY/2023/2503	Approve with Conditions	14/11/2023	Ground Floor Flat, 33 Connaught Road, Hornsey, London, N4 4NT	Demolition of existing rear extension and side wall and erection of a single storey side and rear extension with a courtyard to ground floor flat.	Cameron Sturges
Stroud Green	Full planning permission	HGY/2023/2581	Approve with Conditions	21/11/2023	Flat A and Flat B, 7 Addington Road, London N4 4RP	Rear extension to replace existing extension, new garden room. New double glazed timber conservation style windows and doors. Removing a existing rear door into the existing extension roof with double glazed timber conservation style window to match other existing windows.	Oskar Gregersen
Stroud Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2548	Not Required	03/11/2023	105 Inderwick Road, Hornsey, London, N8 9LA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.8m	Sabelle Adjagboni
Stroud Green	Consent under Tree Preservation Orders	HGY/2023/0969	Approve with Conditions	13/11/2023	95 Mayfield Road, Hornsey, London, N8 9LN	T1 and T2 lime trees reduce the overall size of canopy by 2m back to previous pruning points	Daniel Monk
Stroud Green	Approval of details reserved by a condition	HGY/2023/2243	Refuse	25/10/2023	33 Upper Tollington Park, Hornsey, London, N4 3EJ	Application for the approval of details pursuant to Condition 4 (refuse storage details) and Condition 5 (cycle parking facilities) relating to permission HGY/2021/1068	Laina Levasseur
Stroud Green	Approval of details reserved by a condition	HGY/2023/2264	Approve	06/11/2023	118 Stapleton Hall Road, Hornsey, London, N4 4QA	Approval of details pursuant to condition 3 (External Materials), Condition 4 (Window and Door Details & Schedule), Condition 7 (Cycle Store Details) and Condition 9 (Construction Management and Logistics Plan) of planning application HGY/2023/1084.	Cameron Sturges
Stroud Green	Non-Material Amendment	HGY/2023/2983	Approve	24/11/2023	Flat 3, 28 Stapleton Hall Road, Hornsey, London, N4 3QD	Non-Material Amendment to planning application HGY/2023/1219 for an additional rooflight to the front elevation.	Cameron Sturges
Tottenham Central	Full planning permission	HGY/2023/1102	Refuse	01/11/2023	Storage Depot Railway Arch, 24 Moorefield Road, Tottenham, London, N17 6PX	Demolition of an existing warehouse building and the erection of a new larger warehouse in its place ancillary to the continuing use of the site as a builders merchant.	Zara Seelig
Tottenham Central	Householder planning permission	HGY/2023/1465	Approve with Conditions	09/11/2023	13 Loobert Road, Tottenham, London, N15 4LQ	Formation of rear dormer and installation of rooflights on front slope	Sabelle Adjagboni
Tottenham Central	Listed building consent (Alt/Ext)	HGY/2023/1508	Approve with Conditions	20/11/2023	Flat 8, Cedar Place, 14 Bruce Grove, Tottenham, London, N17 6YT	Listed Building Consent for the internal alterations including stud partition wall removals between the kitchen and living spaces to create an open plan living/kitchen/dining room, replacement of the bedroom fire door to a different position, removal of cupboards in bedroom and living area, and kitchen extract to external side wall with low profile flue to be similar in colour as existing brickwork. (AMENDED DESCRIPTION)	Daniel Boama

Tottenham Central	Householder planning permission	HGY/2023/2107	Approve with Conditions	10/11/2023	8 Jansons Road, Tottenham, London, N15 4JU	Demolition of existing single storey outrigger and erection of side/rear extensions, with 4 rooflights and a new bathroom window on the first floor. The proposal also includes the retention of the existing outrigger.	Sarah Madondo
Tottenham Central	Lawful development: Proposed use	HGY/2023/2376	Refuse	31/10/2023	253 Philip Lane, Tottenham, London, N15 4AE	Certificate of Lawfulness proposed use: Demolition of an existing conservatory and the erection of a single storey rear extension.	Sabelle Adjagboni
Tottenham Central	Householder planning permission	HGY/2023/2484	Approve with Conditions	13/11/2023	12 Portland Road, Tottenham, London, N15 4RW	Demolition of existing single storey rear building and erection of part single and part double storey rear extension inc. internal modification with insertion of a side window facing the railway line. (AMENDED DESCRIPTION)	Daniel Boama
Tottenham Central	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2702	Not Required	20/11/2023	1 Higham Road, Tottenham, London, N17 6NF	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Tottenham Central	Consent under Tree Preservation Orders	HGY/2023/1079	Approve with Conditions	13/11/2023	Sycamore Gardens, 295 High Road, Tottenham, London, N15 4RQ	Works to trees protected by a TPO. Works to T1, T2, T3, T6, T7, T9, T10, T11, T12, T13, T22, T23, T24, T26, T28, T29, T30, T31 and T35 as specified on accompanying schedule. (Please note all remaining works will be considered separately under Section 211 Notice reference HGY/2023/1080)	Daniel Monk
Tottenham Hale	Listed building consent (Alt/Ext)	HGY/2021/3021	Approve with Conditions	31/10/2023	Tottenham Enterprise Centre, 664-666, High Road, London, N17 0AB	Conversion into 5 self-contained flats. (Renewal of previous consent HGY/2014/1741)	Neil McClellan
Tottenham Hale	Full planning permission	HGY/2021/3018	Approve with Conditions	31/10/2023	Tottenham Enterprise Centre, 664-666, High Road, London, N17 0AB	Conversion of building into 5 self-contained flats, including the replacement of the existing single storey lower ground extension with a new single storey extension. (Renewal of expired permission HGY/2014/1740).	Neil McClellan
Tottenham Hale	Lawful development: Existing use	HGY/2021/2535	Approve	15/11/2023	134, Reedham Close, London, N17 9PU	Certificate of lawful development for existing use of property as HMO Class C4	Cameron Sturges
Tottenham Hale	Householder planning permission	HGY/2023/2452	Approve with Conditions	20/11/2023	155 Dowsett Road, Tottenham, London, N17 9DN	Proposed side infill extension	Sabelle Adjagboni
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/1046	Approve	16/11/2023	Land north of Monument Way and South of, Fairbanks Road, London, N17	Approval of detail pursuant to Condition 17 (Child Play Space Strategy - LBH Development Management) attached to planning application Ref: HGY/2018/0050 relating to Land north of Monument Way and South of Fairbanks Road, N17 and approved on 16 March 2018.	Philip Elliott

Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2467	Approve	15/11/2023	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Approval of details pursuant to Condition C32 (Health Centre Operation and Parking Management Plan) in relation to Plot C (WELBOURNE site) of the Tottenham Hale Centre planning permission (ref: HGY/2018/2223) dated 27 March 2019 in full.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2593	Approve	17/11/2023	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Approval of details pursuant to condition C26 (Development Near Subsurface Potable Water Infrastructure) in relation to Plot C (WELBOURNE site) of the Tottenham Hale Centre planning permission (ref: HGY/2018/2223) dated 27 March 2019.	Philip Elliott
West Green	Full planning permission	HGY/2023/2218	Refuse	08/11/2023	92 Downhills Way, Tottenham, London, N17 6BD	Conversion of existing dwelling into two self-contained flats.	Sarah Madondo
West Green	Change of use	HGY/2023/2578	Approve with Conditions	24/11/2023	324 Philip Lane, Tottenham, London, N15 4AB	Change of Use: C3 to C4 (6 Person HMO).	Zara Seelig
West Green	Lawful development: Proposed use	HGY/2023/2862	Permitted Development	01/11/2023	61 Dunloe Avenue, Tottenham, London, N17 6LB	Certificate of Lawfulness for the proposed conversion of the property's loft space including the erection of an L-shaped dormer extension to the rear and the installation of roof lights to the front.	Neil McClellan
West Green	Approval of details reserved by a condition	HGY/2023/1853	Approve	25/10/2023	300-306 West Green Road, London N15 3QR	Approval of details pursuant to condition 6 (Hard & soft landscaping works) attached to Planning Appeal Ref: APP/Y5420/W/21/3266300 (original planning reference HGY/2020/0158)	Gareth Prosser
West Green	Approval of details reserved by a condition	HGY/2023/2384	Approve	31/10/2023	Land between 145-147 Downhills Way, London N17 6AH	Approval of details reserved by a condition 6a (Plant & Machinery) attached to planning permission HGY/2021/3223	Sarah Madondo
West Green	Approval of details reserved by a condition	HGY/2023/2390	Approve	31/10/2023	145-147 Downhills Way, Tottenham, London, N17 6AH	Approval of details reserved by a condition 17(Plant & Machinery) attached to planning permission HGY/2021/3223	Sarah Madondo
White Hart Lane	Lawful development: Proposed use	HGY/2023/0688	Approve	09/11/2023	60 Perth Road, Wood Green, London, N22 5QY	Certificate of lawfulness for proposed change in use class from C3(a) to C3(b), to provide accommodation for 'not more than six residents living together as a single household where care is provided for residents'.	Nathan Keyte
White Hart Lane	Full planning permission	HGY/2023/0701	Approve with Conditions	25/10/2023	532 Lordship Lane, Wood Green, London, N22 5BY	Alterations to shop front and Installation of air conditioner unit at the rear.	Emily Whittredge
White Hart Lane	Householder planning permission	HGY/2023/2115	Approve with Conditions	23/10/2023	36 Awlfield Avenue, Tottenham, London, N17 7DB	Erection of a single storey rear infill extension with flat roof including the insertion of 2 rooflights	Sabelle Adjagboni
White Hart Lane	Lawful development: Proposed use	HGY/2023/2572	Permitted Development	24/11/2023	5 Spottons Grove, Tottenham, London, N17 7JB	Certificate of lawfulness: proposed use for rear roof dormer roof extension and rooflights to front roofslope.	Gareth Prosser
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2522	Not Required	01/11/2023	189 The Roundway, Tottenham, London, N17 7BP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.	Sabelle Adjagboni

White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/2571	Refuse	06/11/2023	5 Spottons Grove, Tottenham, London, N17 7JB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
Woodside	Householder planning permission	HGY/2023/2318	Refuse	24/10/2023	98 Palmerston Road, London N22 8RE	Improvement of a thermal element of a property. Installing External Wall Insulation cladding to a semi-detached property. External Wall Insulation to the front, left-hand side and rear elevations of the property excluding rear connected outbuilding. Insulation system comprising of 100mm Licata insulation system with a Licata silicone render system which is to be hand applied and finished in clients chosen texture in a neutral light/medium colour. All enabling works such as window cills, rainwater systems etc. will be modified and reinstalled where required. The system is designed to be low maintenance.	Zara Seelig
Woodside	Householder planning permission	HGY/2023/2319	Refuse	24/10/2023	100 Palmerston Road, London N22 8RE	Improvement of a thermal element of a property. Installing External Wall Insulation cladding to a semi-detached property. External Wall Insulation to the front, right-hand side and rear elevations of the property. Insulation system comprising of 100mm Licata insulation system with a Licata silicone render system which is to be hand applied and finished in clients chosen texture in a neutral light/medium colour. All enabling works such as window cills, rainwater systems etc. will be modified and reinstalled where required. The system is designed to be low maintenance.	Zara Seelig
Woodside	Lawful development: Existing use	HGY/2023/2349	Approve	13/11/2023	22 Palmerston Road, Wood Green, London, N22 8RG	Certificate of lawfulness of existing use of the residential property as 6no. self-contained lettable flats on the ground floor level and first floor level at 22 Palmerston Road, Wood Green, London, N22 8RG. (AMENDED DESCRIPTION)	Daniel Boama
Woodside	Full planning permission	HGY/2023/2405	Approve with Conditions	23/11/2023	25 Finsbury Road, Wood Green, London, N22 8PA	Proposed windows replacement: White uPVC Casement Window.	Sabelle Adjagboni
Woodside	Full planning permission	HGY/2023/2482	Approve with Conditions	13/11/2023	18 Trinity Road, Wood Green, London, N22 8LB	Replacement of timber sash windows at rear with wood-grain uPCV casements. Infill of rear window to create better internal layout. Installation of uPVC bi-fold doors.	Oskar Gregersen
Woodside	Householder planning permission	HGY/2023/2497	Approve with Conditions	14/11/2023	47 Maryland Road, Wood Green, London, N22 5AR	Demolition of existing side to rear conservatory. Proposed Single Storey side to rear extension.	Oskar Gregersen
Woodside	Householder planning permission	HGY/2023/2543	Approve with Conditions	16/11/2023	99 Woodside Road, Wood Green, London, N22 5HR	Retrospective application for the erection of a single storey rear extension.	Daniel Boama

Woodside	Approval of details reserved by a condition	HGY/2023/1563	Approve	30/10/2023	Wood Green Social Club, 3 Stuart Crescent, Wood Green, London, N22 5NJ	Approval of details pursuant to condition 6 (green wall) attached to planning permission HGY/2021/2031	Eunice Huang
Woodside	Non-Material Amendment	HGY/2023/2321	Approve	17/11/2023	132 Station Road, Wood Green, London, N22 7SX	Non-Material Amendment to planning permission HGY/2022/0386 to make the following changes: amendments to the retaining wall; proposed garden at House 5; revised layout of bridge and addition of a spiral staircase to the Coach House.	Matthew Gunning
	Full planning permission	HGY/2022/3947	Approve with Conditions	30/10/2023	27, Aylmer Road, Hornsey, London, N2 0BS	Demolition of existing house and erection of a new two-storey detached house, comprising a basement with light wells, front roof lights, rear dormers and a car lift.	Eunice Huang
	Full planning permission	HGY/2023/2229	Refuse	03/11/2023	21-23, High Road, Wood Green, London, N22 6BH	Installation of a free-standing communication hub with LCD advertisement display and defibrillator unit.	Sarah Madondo
	Consent to display an advertisement	HGY/2023/2295	Refuse	03/11/2023	21-23, High Road, Wood Green, London, N22 6BH	Application for consent to display advertisement attached to free-standing communication hub (See application ref: HGY/2023/2229).	Sarah Madondo