

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 24th May, 2021, 7.00 pm - Woodside Room, George Meehan House, 294 High Road, Wood Green, N22 8YX

The meeting will also be live streamed – to watch, click [here](#)

Members: Councillors Sarah Williams (Chair), Gina Adamou (Vice-Chair), Dhiren Basu, John Bevan, Luke Cawley-Harrison, Justin Hinchcliffe, Peter Mitchell, Sheila Peacock, Reg Rice, Viv Ross and Yvonne Say

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

4. URGENT BUSINESS

It being a special meeting of the Planning Sub Committee, under Part 4, Section B, Paragraph 17, of the Council's Constitution, no other business shall be considered at the meeting.

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. PRE-APPLICATION BRIEFINGS

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications

will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

7. PPA/2020/0025 - 29-33 THE HALE, N17 9JZ (PAGES 1 - 22)

Proposal: Demolition of existing buildings and construction of a part 7, part 24 storey building to provide 600sqm retail floorspace (Class E uses) accommodation at base; and 473 rooms of purpose-built student accommodation with communal amenity & ancillary spaces above; ancillary uses to student housing at ground level, with associated cycle parking & refuse storage at basement level; and associated landscaping and public realm works (elements of which will provide servicing and disabled drop off).

8. PRE/2021/0027 - 3 SITES IN TOTTENHAM, N17: (PAGES 23 - 38)

- (a) The Depot (Nos. 867-879 High Road & B&M store to rear);
- (b) The Goods Yard (Nos. 36 & 44-52 White Hart Lane & land to rear) and
- (c) The Printworks (Nos. 819-829 High Road & land to rear).

Proposal: Two separate 'full' planning applications: The Depot & Goods Yard sites combined (Sites (a) and (b)) and The Printworks (Site (c)). A Listed Building Consent application is also proposed for Nos. 819-821 High Road, which forms part of The Printworks site.

9. DATE OF NEXT MEETING

27 May 2021 (on the rise of the Council AGM) – Strategic Planning Committee (to approve the membership of the Planning Sub-Committee)

7 June 2021, 7pm – Planning Sub-Committee

Felicity Foley, Committees Manager
Tel – 020 8489 2919
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

John Jones
Monitoring Officer (Interim)
River Park House, 225 High Road, Wood Green, N22 8HQ

Friday, 14 May 2021

Pre-application briefing to Committee Item No.**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2020/0025**Ward:** Tottenham Hale**Address:** 29-33 The Hale, N17 9JZ

Proposal: Demolition of existing buildings and construction of a part 7, part 24 storey building to provide 600sqm retail floorspace (Class E uses) accommodation at base; and 473 rooms of purpose-built student accommodation with communal amenity & ancillary spaces above; ancillary uses to student housing at ground level, with associated cycle parking & refuse storage at basement level; and associated landscaping and public realm works (elements of which will provide servicing and disabled drop off)

Applicant: Jigsaw Assets**Agent:** Turley**Ownership:** Private**Case Officer Contact:** Philip Elliott**2. BACKGROUND**

2.1 The proposed development is being reported to Planning Sub-Committee to enable members to view it ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the outcome of any formally submitted planning application.

2.2 It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee later in 2021. The applicant has engaged in pre-application discussions with Council Planning Officers over the last few months, albeit originally for a co-living proposal. The scheme has recently been amended to propose purpose-built student accommodation (PBSA).

3. SITE AND SURROUNDS

3.1 The application site falls inside of an allocated site within the Tottenham Area Action Plan (TH4 – Station Square West). Much of the allocation and wider area is undergoing comprehensive redevelopment. The site is 0.09 Ha and includes three properties:

- Nos. 29 and 31 The Hale - two-storey former retail buildings, currently unused;

- And No. 33 The Hale – two-storey warehouse building, currently accommodating a retail unit; and
 - A service yard at the rear with a shed within it (currently used to house pigeons).
- 3.2 Policy TH4 set out an indicative development capacity of 297 new homes and 5,200sqm of town centre uses for the TH4 policy area. The creation of the proposed new District Centre is well under way and the masterplan/development being delivered by Argent and others will provide a series of buildings with heights ranging up to 38 storeys, with 104,053sqm of floor space - which includes up to 1036 new homes, retail, health centre, office, leisure, parking, landscaping, a new public square, and other associated works.
- 3.3 The masterplan consists of the development of five sites: Ashley Road West (ARW); Ashley Road East (ARE); Welbourne; Ferry Island; and North Island. North Island sits adjacent to The Premier Inn – an existing nine storey hotel building. One Station Square is located adjacent to the Hotel and abuts the site on the southern boundary. The building is currently under construction and will be a 21-storey residential building to the south of the site and adjacent to the hotel.
- 3.4 The application site is in a prominent and important strategic location at the junction of Hale Road and The Hale, at the northern apex of North Island. It is a highly accessible site (PTAL 6a), well connected to transport links and sits near to Tottenham Hale Station to the east. It is at the confluence of key routes in the new District Centre and within the Tottenham Hale Growth Area.
- 3.5 The site is currently under-used (given its strategic location and the emerging development in the area) with two of the existing properties lying vacant. Given the changes currently occurring all around the site, it represents an inefficient and unsustainable use of land. The site presents a major opportunity for a development of the highest quality, providing a mix of new town centre uses and residential accommodation.
- 3.6 Tottenham Hale and the immediate area sits at the heart of the Upper Lee Valley Opportunity Area and is currently undergoing significant change as several permitted schemes and masterplans are being constructed. In conjunction with the delivery of these sites, improvements are being made to the station and to improve accessibility for cyclists and pedestrians.
- 3.7 Tottenham Hale is located near to open spaces such as Down Lane Park, The River Lea Navigation, Tottenham Marshes, the Paddock Community Nature Park and the Maynard and Walthamstow Reservoirs. The site is in an area designated as Appropriate for Tall Buildings within the Local Plan (Policy DM6) and within The Tottenham Hale District Centre Framework area (DCF - December 2015). The DCF alongside the Tottenham Area Action Plan, provides guidance to shape

development through form, massing, routes, and movement, uses and design principles. It identifies the site as suitable for a Tall building.

- 3.8 The DCF is supported by a Streets and Spaces Strategy and a Green and Open Spaces Strategy. The Streets and Spaces Strategy sets out improvements to streets and public spaces around the area to make them safer, more user-friendly and inviting.
- 3.9 The Green & Open Spaces Strategy sets out a programme of physical investment, ecological upgrades and safety improvements, to create a network of enhanced open spaces and green pedestrian links, running from Tottenham High Road to the Lea Valley including enhancing The Paddock, providing new opportunities to explore and enjoy this riverside and woodland nature reserve, improving Down Lane Park's sports, nature, play and community facilities, greening Ferry Lane and Chesnut Road with new planting, pedestrian/cycle routes and natural play features, Hale Wharf Pedestrian Bridges and upgrade Park View Road Underpass to improve the connection to Tottenham Marshes. Several of these projects are underway or complete.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal involves the demolition of the existing buildings on the site and the construction of:
- a part 7, part 24 storey building to provide:
 - 600sqm retail floorspace (Class E uses) & ancillary uses to student accommodation at the base of the building; and
 - 473 rooms of purpose-built student accommodation with communal amenity & ancillary spaces above the base;
 - with associated cycle parking & refuse storage at basement level; and associated landscaping and public realm works (elements of which will provide servicing and a disabled drop off parking space)

5. PLANNING HISTORY

- 5.1 There is no recent relevant planning history relating to this site.

6. CONSULTATION

Public Consultation

- 6.1. This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken. A Development Management Forum is

expected to take place after the pre-election period. The applicant has begun to carry out its own, informal, pre-application consultation.

Quality Review Panel

6.2. The proposal was assessed by the Quality Review Panel (QRP) on 16 December 2020. The QRP's full report is attached at Appendix 1.

6.3. The panel's summary is as follows:

“The panel welcomes the opportunity to consider the proposals for 29-33 The Hale. The significant amount of research and design development work undertaken to date is commended; as a result, the panel feels that the proposals are very impressive, and will complete the corner of the North Island site successfully.

The panel broadly supports the massing and three-dimensional form of the building, the materiality of the proposals, and the layout of individual co-living units. As design work continues, it would encourage further consideration of the design of communal areas and the clustering and hierarchy of co-living rooms, as well as the scheme's architectural expression and its approach to microclimate modification. The visual impact and articulation of the gable ends should also be revisited. At a detailed level, scope for improvement also remains within the landscape scheme, and the energy and sustainability proposals.

As the design of the scheme progresses, the panel would be happy to give warm support to the proposals, subject to resolution of the detailed comments provided in the Panel's written response.

6.4. Officers note that following the QRP the scheme has been changed from a co-living (or Large-scale purpose-built shared living) proposal to purpose-built student accommodation (PBSA) which has resulted in substantial changes to building layout.

6.5. Further changes in relation to the architecture and the detailed design have also been made following the results of wind testing and as a result of the increase in room numbers associated with the use change. A further QRP was undertaken on 12th May. The advice note for this review has not yet been issued but the QRP reiterated their support for the scheme and commended the architectural approach, and acknowledged the suitability of the location for both PBSA and a tall building.

7. MATERIAL PLANNING CONSIDERATIONS

7.1. Officers' initial views on the development proposals are outlined below:

7.2. ***Principle of the development –***

Development Management DPD - Haringey's Local Plan

- 7.2.1. The site is in an appropriate location for student accommodation. In accordance with Criterion C of Policy DM15: Specialist Housing (Student Accommodation) – the site is in an identified 'Growth Area', a future District Centre, and an area of good public transport accessibility.
- 7.2.2. This policy also requires proposals for student accommodation to demonstrate that:
- a. There would be no loss of existing housing;
 - b. There would be no adverse impact on local amenity, in particular, the amenity of neighbouring properties and on-street parking provision;
 - c. The accommodation is of a high quality design, including consideration for unit size, daylight, and sunlight;
 - d. Provision is made for units that meet the needs of students with disabilities;
 - e. The need for the additional bedspaces can be demonstrated; and
 - f. 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.
- 7.2.3. In this respect the development would not result in a loss of existing housing. The impact on local amenity is yet to be fully established, however, it is expected that the applicant provides sunlight and daylight reports in order to assess impacts on the amenity of neighbouring properties. Given the level of public transport accessibility it is reasonable to assume that there would also be no adverse impact on on-street parking provision, but a Transport Statement would be required at application stage.
- 7.2.4. Since the change to student accommodation – the room sizes have been amended but further information is required on room sizes, floor-to-ceiling heights, available facilities, aspect, and daylight/sunlight to make a conclusive assessment of the quality of the accommodation design. More information is also needed on accessibility and usability for disabled students.
- 7.2.5. The London Plan requires the provision of 3,500 PBSA bed spaces per annum across London, so the applicant is expected to demonstrate there is need student accommodation, particularly in an areas with good public transport accessibility.
- 7.2.6. The applicant has committed to agreeing that the accommodation would be secured for occupation by members of educational institution(s) in London. Officers have indicated to the applicant that an offsite contribution towards Council Housing in Tottenham Hale would best address local housing need in this specific circumstance. Subject to viability, the proposal may provide an element of affordable student accommodation.

The London Plan 2021

- 7.2.7. The London Plan 2021 through policy H15 (Purpose-built student accommodation) states that (under part A) Boroughs should seek to ensure that local and strategic need for PBSA is addressed, provided that:
1. at a neighbourhood level, the development contributes to a mixed and inclusive neighbourhood;
 2. the use of the accommodation is secured for students;
 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;
 4. the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance;
 5. the accommodation provides adequate functional living space and layout.
- B. The policy also encourages student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.
- 7.2.8. The requirements are broadly the same as Local Plan Policy but with more emphasis providing mixed and inclusive neighbourhoods and the provision of affordable student accommodation on site.
- 7.2.9. The small size and awkward V-shape of the site, combined with its location at the apex of an island near a busy gyratory, make the delivery of developments involving family housing challenging and undesirable so student housing may make an appropriate contribution to the housing mix in the area.
Officers believe a proposed off-site contribution to Council Housing is capable of being in compliance with the London Plan, subject to viability.

7.3. ***Design and appearance –***

- 7.3.1. The building is in an area designated as Appropriate for Tall Buildings within the Local Plan (Policy DM6) and within The Tottenham Hale District Centre Framework area (DCF - December 2015) The DCF contained detailed guidance on heights of new development in Tottenham Hale. It noted that there would be a cluster of towers whose heights would form a “wave” rising to the highest point immediately at and directly in front of the station itself and dropping away moving away from the station.
- 7.3.2. This document is now nearly 5 years old, and subsequent planning applications permitted in Tottenham Hale have exceeded the heights suggested in the DCF; in particular 1 Station Square and the Argent Related development. However, both were able to demonstrate that they could increase the heights of their proposed

buildings, including their proposed towers, in a consistent way such that, with other sites also increasing their heights, the spatial development objectives of the DCF could be preserved.

- 7.3.3. The DCF identifies the site as suitable for a Tall building and the proposed height can successfully integrate into the massing wave as amended in the Argent Masterplan provide the form of the building is slender and high quality.
- 7.3.4. Policy D9 (Tall buildings) of the London Plan 2021 requires the visual impacts, functional impacts, and environmental impacts of the development to be considered and the applicant will need to show compliance with this policy going forward.
- 7.3.5. The QRP noted that the proposal would be successful in terms of proposing a building that completes the corner of the North Island site successfully. The panel also broadly supported the massing and three-dimensional form of the building, the materiality of the proposals. However, it should be highlighted that the panel commented on a co-living scheme that had fewer unit numbers and more communal space and they have not reviewed the student accommodation currently proposed.
- 7.3.6. The panel encouraged the applicant to further review the architectural expression of the scheme and its approach to microclimate modification. They also recommended that the visual impact and articulation of the gable ends be revisited.
- 7.3.7. The panel noted that the architectural expression and materiality of the proposal seemed well considered and durable. They supported the brickwork, articulation, bays, and tonal qualities of the external fabric.
- 7.3.8. The applicant has reviewed the design since the QRP and the cut-back of the floorplan results in a slender tower. The applicant has added wind mitigation following wind tunnel testing which will mitigate the impact of wind.
- 7.3.9. Due to its highly visible location, the appearance of the building and the quality of the materiality will need to be high to ensure its success.
- 7.3.10. It is noted that there are no specified room sizes for PBSA, but generally the industry standards for London appear to be around 13-14sqm per room. This figure is often larger outside of London. Clearly there are other factors to accommodation quality such as floor-to-ceiling heights, outlook, aspect (dual/triple etc.), amount of storage, and access to other communal facilities within the building and amenities and facilities nearby. More information on these aspects will be required going forward in order to make a full assessment.

7.4. ***Impact on residential amenity***

- 7.4.1. The impact on residential amenity is yet to be fully established, however, it is expected that the applicant will provide reports with its application to demonstrate that the amenity of neighbouring properties would not be adversely impacted by the proposals.
- 7.4.2. The site is located at the northern apex of North Island which is surrounded by a wide gyratory. This provides separation and acts as a buffer between residential uses to the north and west of the site. The shape of North Island means that the site is located towards the northwest corner of the island. These factors indicate that impacts on neighbours are likely to be less than significant and could feasibly be mitigated.
- 7.4.3. In order to do this more information is needed on the impact of the development on adjacent and nearby buildings in terms of daylight/sunlight, wind/microclimate, overlooking, and sense of enclosure.

7.5. ***Parking and highway safety***

Car Parking

- 7.5.1. Officers are supportive of the proposal in terms of it being car-free, subject to appropriate levels of cycle parking provision and an analysis of the blue badge demand arising from the development to identify what measures will be required to adequately support mobility impaired users.

Cycle Parking

- 7.5.2. The applicant has indicated that they would provide cycle parking in line with the standards for student accommodation. More information is required to show that the level of provision is acceptable. Officers consider that each resident should have access to a secure cycle parking space - given that a car free development is proposed, in a very accessible location, close to multiple cycle routes and the Lea Valley Park. This will need to be balanced against the space this will take up and any resultant impacts on other factors.

Servicing/Deliveries

- 7.5.3. Given the location of the site more information will be needed to justify the level of servicing trips the applicant has proposed. Specifics on the differences in demand associated with PBSA and individual residential units is needed. The proposals will also need to show that the current loading bay capacity proposed is sufficient. Finally, given the limited space and the intensity of the neighbouring developments the method and type of waste collection will need to be confirmed.

7.6. Planning Obligations

7.6.1. The proposal is expected to contribute to improvements to the wider public realm and to local open spaces such as Down Lane Park through planning obligations to support the delivery of the Streets and Spaces Strategy and the Green and Open Spaces Strategy. The development would also be expected to provide affordable housing and to provide a Community Infrastructure Levy (CIL) contributions.

PLANS AND IMAGES

- Site Plan



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- Proposed design

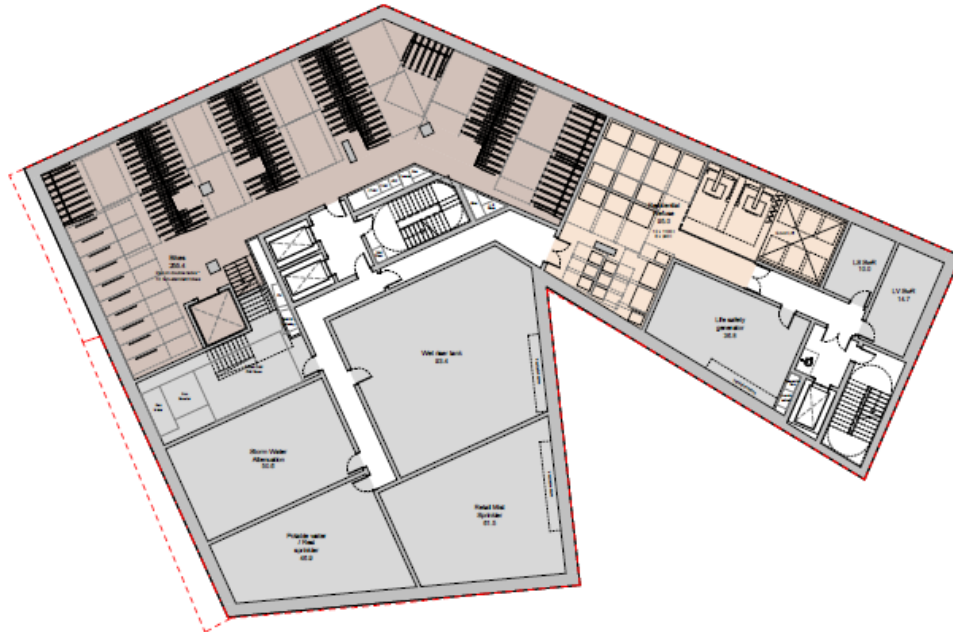


View from Down Lanes Park looking south

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- Basement & GF plan

Basement & Ground Floor Plans

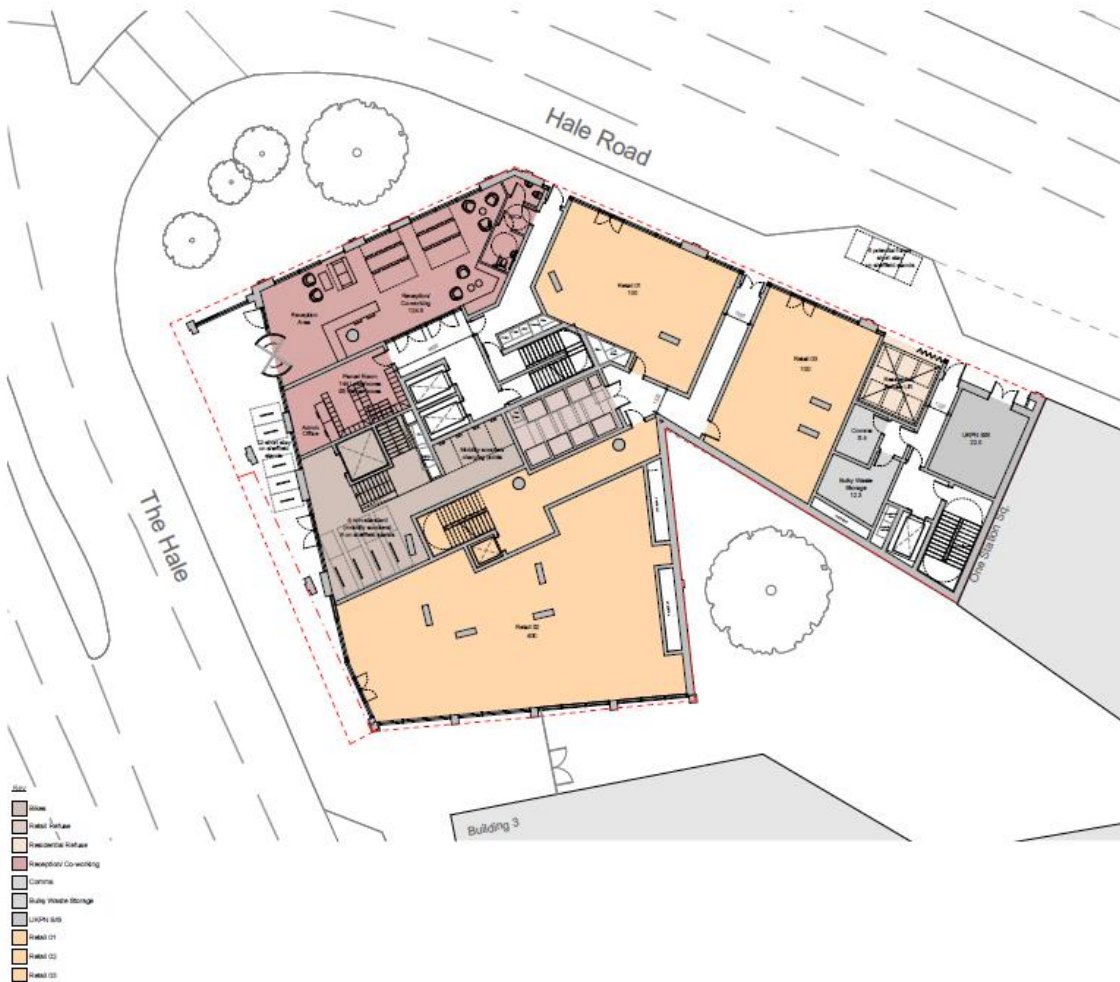


- Office
- Residential Refuse
- Public water / Plant
- Life safety generator
- Small water sprinder
- Life tank
- Life tank
- Plant
- Storm Water Attenuation
- Hot water tank

GIA = 852.2 sqm

* Suggested additional 4! biks (e.g. Bromptons) prc within rooms

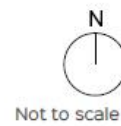
Proposed Basement Plan



GIA = 824.43 sqm

* Suggested additional 4! biks (e.g. Bromptons) prc within rooms

Proposed Ground Floor Plan



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- 1st & 2nd (& typical lower floor plans)

First & Second (& Typical Lower) Floor Plans



- Bedroom
- Bedroom
- Activity
- Open
- Not accessible green roof
- Retail U2

GIA = 727.73 sqm

Cluster Rooms = 8
Studios = 9

Total = 17

Proposed First Floor Plan



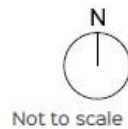
- Bedroom
- Bedroom
- Amenity
- Not accessible green roof

GIA = 659.75 sqm

Cluster Rooms = 14
Studios = 11

Total = 25

Proposed Second (& Typical Lower) Floor Plan



- *Go to next page*

- 7th & typical upper floor plan

7th & Typical Upper Floor Plans



- Bedroom
- Bedroom
- Amenity
- Communal Lounge
- Sanitary Wash Reception
- Storage
- Road Terrace

GIA = 559.2 sqm

Cluster Rooms = 5
Studios = 6

Total = 11

Proposed Seventh Floor Plan

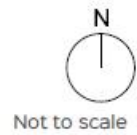


GIA = 519.05 sqm

Cluster Rooms = 12
Studios = 8

Total = 20

Proposed Typical Upper Floor Plan



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Appendix 1

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Haringey Quality Review Panel

Report of Formal Review Meeting: 29-33 The Hale

Wednesday 16 December 2020

Video conference

Panel

Peter Studdert (chair)
Martha Alker
Phil Armitage
Stephen Davy
Tim Pitman

Attendees

Robbie McNaugher	London Borough of Haringey
Phillip Elliot	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Aikaterini Koukouthaki	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Ian Pinamonti-Hyde	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.

Report of Formal Review Meeting
16 December 2020
HQR104_29-33 The Hale

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1. Project name and site address

29-33 The Hale, Tottenham, London, N17 9JZ
LBH pre-application reference PRE/2020/0132

2. Presenting team

Ryan McGarry	Jigsaw Assets Limited
James Hindle	Jigsaw Assets Limited
Mike Jamieson	Tate Hindle Limited
Guita Gharebaghi	Tate Hindle Limited
Alberto Noib	Tate Hindle Limited
Alex Christopher	Turley
Craig Slack	Turley

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and, in addition, may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The application site is within an allocated site in the Tottenham Area Action Plan (TH4 – Station Square West). Much of the allocation and wider area is undergoing comprehensive redevelopment. The wider masterplan consists of the development of five sites: Ashley Road West, Ashley Road East, Welbourne, Ferry Island and North Island. The application site is in a prominent and important strategic location at the junction of Hale Road and The Hale, at the northern apex of North Island. It is a highly accessible site (PTAL 6a) and sits near to Tottenham Hale station to the east. It is at the confluence of key routes in the new District Centre and within the Tottenham Hale Growth Area.

The site is 0.09 Ha and contains three properties, two of which are currently unused. It presents a major opportunity for a high-quality development, providing a mix of new town centre uses and residential accommodation. There are many constraints on development, including the size, shape and location of the plot, adjacent low-rise homes to the north and west of the site, and proximity of permitted buildings to the south. Officers seek the panel's consideration of the design quality of the proposals, including the form and massing of the development, the quality and amenity of the co-living accommodation and of the public realm proposals, as well as comments on servicing, parking, accessibility and sustainability.



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5. Quality Review Panel's views*Summary*

The panel welcomes the opportunity to consider the proposals for 29-33 The Hale. The significant amount of research and design development work undertaken to date is commended; as a result, the panel feels that the proposals are very impressive, and will complete the corner of the North Island site successfully.

The panel broadly supports the massing and three-dimensional form of the building, the materiality of the proposals, and the layout of individual co-living units. As design work continues, it would encourage further consideration of the design of communal areas and the clustering and hierarchy of co-living rooms, as well as the scheme's architectural expression and its approach to microclimate modification. The visual impact and articulation of the gable ends should also be revisited. At a detailed level, scope for improvement also remains within the landscape scheme, and the energy and sustainability proposals.

As the design of the scheme progresses, the panel would be happy to give warm support to the proposals, subject to resolution of the detailed comments provided below.

Scale and massing

- The proposed development will sit comfortably within its location, and the massing – of a seven storey 'shoulder' with a taller element rising above – seems appropriate.
- The panel feels that further consideration should be given to the detailed three-dimensional profile of the tower element, in consultation with Haringey officers.
- The panel would also welcome the inclusion of the remaining crescent-shaped plot of land at the north of the site into the scheme, if this is possible. The addition of this land would facilitate exploration of different architectural approaches (eg. a 'flatiron' development), or of additional landscape and public realm.

Scheme layout

- The panel welcomes the level of research and detail underpinning the floorplans of the individual co-living units. An understanding of space standards and liveability issues is extremely important within this emerging typology, where the policy approach is still at an early stage.
- The generosity of rooms and storage provision will be critical to the quality and success of the scheme, and in terms of how the accommodation is marketed.

Report of Formal Review Meeting
16 December 2020
HQRP104_29-33 The Hale



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The panel understands that the design team aim to exceed the space standards found within other co-living schemes.

- The panel would encourage further consideration of how these units relate to each other, and to the communal areas and circulation spaces: these spaces could feel institutional or like a hotel without careful design and arrangement. Exploration of clusters and hierarchies of rooms within the scheme layout could also help to foster the social community within the development.
- Further consideration of the location of the main entrance at ground floor - and how it relates to the primary circulation of the building - would also be supported.
- The panel would encourage discussion with Argent to establish whether it might be possible to access the communal space within the centre of the North Island – part of the adjacent Argent development – from the rear of the building at ground floor.
- The panel is not convinced that the current cycle storage provision is generous enough, or convenient and secure. Opportunities exist for cycle storage closer to the individual rooms, on different floors. If cycle storage is at basement level, then a second layer of security will be necessary, for example lockable cages.

Architectural expression

- The architectural expression and materiality of the proposal seems well-considered and durable. The brickwork, articulation, bays and tonal qualities of the external fabric is all supported.
- The panel would encourage further consideration of the return/gable walls of the upper wings of the development, as these are the least convincing parts of the exterior, especially as seen on approach from The Hale and Hale Road. It would like to see additional fenestration and articulation in these areas, where this is possible (given the constraints of neighbouring buildings). Ideally, the co-living rooms at each end of these wings could benefit from a dual aspect.

Public realm and landscape design

- The panel questions whether the level of sunlight to the outdoor spaces and green roofs located at the lower floors of the building will be adequate, given that they will be heavily overshadowed by tall buildings to the south. Careful design and specification of plants suitable for shaded locations could help to achieve a resilient landscape.
- The provision of amenity spaces at roof level is very positive. However, they will limit the opportunities for urban greening within the site. One solution could be the inclusion of vertical planting within the scheme's elevations.



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- The inclusion of a 'garden room' at the lower terrace could work really well.
- Careful consideration of the parapet details and the location of planters will be required, to ensure that people can't climb up onto the parapets. The depth of soil within planters and the method of irrigation will also be important to ensure that planting is resilient.
- The hedge against the rear/courtyard wall of the development seems likely to be in rain shade, so will require irrigation. It is very tight against the boundary with the Argent courtyard space, so may also be difficult to maintain.

Sustainability and microclimate

- Each of the elevations faces different microclimate issues. The southwest façade may suffer from extreme overheating, while the northeast may enjoy a much more comfortable microclimate. The panel welcomes the external shading on the communal spaces but highlights that microclimate control through the design of the building's fabric will also be very important for the individual co-living rooms. A careful balance should be achieved between glazing and solar gain; achieving this through responsive articulation on the different facades would be supported.
- Comfort, as well as climate resilience, will be important throughout the whole lifespan of the building. The panel would like more information on how the design and control of the building will respond to increasing annual temperature parameters in the future.
- The panel would also like to know more about the approach to noise mitigation in relation to the surrounding roads, and how this will be balanced with the need for – and control of – ventilation.
- Connection into the anticipated low carbon heat network will be a great opportunity for the proposed development. However, as completion of the network may lag behind completion of the building, the panel would encourage the design team to consider a non-gas alternative heat source for the interim period, which may be lengthy.

Next steps

- The panel highlights a number of action points for consideration by the design team, in consultation with Haringey officers, but is otherwise happy to give the proposal its support.



Pre-application briefing to Committee Item No.

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2021/0027

Ward: Northumberland Park

Address: 3 sites in Tottenham, N17:

- (a) The Depot (Nos. 867-879 High Road & B&M store to rear);
- (b) The Goods Yard (Nos. 36 & 44-52 White Hart Lane & land to rear) and
- (c) The Printworks (Nos. 819-829 High Road & land to rear).

Proposal: Two separate 'full' planning applications: The Depot & Goods Yard sites combined (Sites (a) and (b)) and The Printworks (Site (c)). A Listed Building Consent application is also proposed for Nos. 819-821 High Road, which forms part of The Printworks site.

Applicant: Tottenham Hotspurs Football Club (THFC)

Agent Quod

Ownership: Private

Case Officer Contact: Robbie McNaugher

2. BACKGROUND

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

3. SITE AND SURROUNDS

- 3.1. Together, the Depot, Goods Yard and Printworks sites comprise approx. 2.81ha. All three sites are within the Tottenham Growth Area and the Area Action Plan Site Allocation NT5 (High Road West).
- 3.2. The sites are close to bus routes on the High Road and White Hart Lane and (the Goods Yard in particular) is close to White Hart Lane Station. The Public Transport Accessibility Level (PTAL) rating generally varies between 3-5, indicating 'good' access to public transportation.

The Depot (Nos. 867-879 High Road & B&M store to rear)

- 3.3. The Depot site is 1.2 Ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park, together with a row of five mainly vacant small retail units towards the south of the site. The site also includes a Grade II listed building (Nos. 867 and 869 High Road), which is also within the North Tottenham Conservation Area (CA).
- 3.4. The Cannon Road development, including Brook House Primary School lies to the north of the site. The Tottenham High Road forms the eastern boundary of the Site. Commercial uses associated with the Peacock Industrial Estate are located to the south. A railway line forms the western boundary of the site, with residential uses beyond. The eastern part of the Site is located within the North Tottenham Conservation Area.

The Goods Yard (Nos. 36 & 44-52 White Hart Lane & land to rear)

- 3.5. The Goods Yard site is approx. 1.25ha. Most of the site was a railway depot and then car breakers' yard, before being used as a temporary construction compound to facilitate the construction of the THFC stadium. The other parts of the site include the Carbey Enterprise Park and the Station Master's House on White Hart Lane (a locally listed building).
- 3.6. The site is bounded by the Depot site to the north, the Peacock Industrial Estate and a row of Grade II listed Georgian townhouses (Nos. 32, 34 and 35a White Hart Lane) lie to the east, White Hart Lane itself lies to the south and railway lines to the west. The southern part of the site is within the North Tottenham CA.

The Printworks (Nos. 819-829 High Road)

- 3.7. The Printworks site is approx. 0.36ha. The site includes two shops, a nail bar and the Royale Banqueting Suite (which has been used as an NHS plasma donor centre during the pandemic) on the ground floor fronting the High Road, with housing above and to the rear. The Banqueting Suite extends back into the site, where there is a large yard. Nos. 819-821 are Listed Buildings (Grade II) and Nos. 823 to 829 are locally listed buildings
- 3.8. The northern boundary is formed by Brunswick Square, a narrow alley, which is public highway, with buildings that front both the Square and the High Road to the north. To the south are Nos. 813 to 817, which are also locally listed buildings. The eastern part of the site is within the North Tottenham CA.

4. PROPOSED DEVELOPMENT

The Depot & Good Yard

- 4.1. The Depot and Goods Yard have extant permissions as two separate development sites but would be combined to enable one integrated planning application.

In summary the application scheme is expected to include:

- The conversion and refurbishment of Listed Buildings at Nos. 867-869 High Road and the Station Master's House on White Hart Lane;
 - A range of 3-9-storey apartment blocks and three residential towers of 27- 32 storeys;
 - Community/leisure/other use of the Station Master's House and a range of business, retail, and café uses in ground floor commercial units (details to be confirmed);
 - Around 869 homes (223 more than the approved 646);
 - A public park on part of the Depot site of approx. 1,695sqm (similar in size to approved), together with other publicly accessible squares and open spaces; and
 - Relatively low levels of car parking and cycle parking to meet London Plan standards.
- 4.2. The emerging proposals for most of the Depot site are similar in many respects to those that were granted planning permission in September 2020, namely the conversion of Nos. 867-869 into flats, an extension to the School playground/open space, a new east-west street, a new park and three 3-8-storey blocks of apartments and a small café/restaurant (approx. 270sqm). The exception being the western (railway) part, where the previously approved Blocks A to C would be replaced by a re-configured building comprising three lower podium blocks from which a 29-storey tower would rise. This tower would be the same number of storeys as the approved Block B, but at approx. 103m AOD would be approx.3m lower.
- 4.3. The emerging proposals for the Goods Yard differ much more significantly from the scheme that was granted planning permission on appeal in June 2019. The previously approved north-south street would be located away from the railway edge, allowing for a western communal amenity space ('Goods Yard Walk') next to the railway, which allows for a series of 3 to 7-storey apartment blocks to front on to a re-positioned north-south street and squares. The proposals include the retention and conversion of the Station Master's House to community/commercial uses and are expected to include an amount of business/workspace to compensate for the loss of the industrial units on the Carbey Industrial Park (approx. 1,450sqm) (although details still awaited). The scheme would include two residential towers of 27-storeys (approx. 98m AOD) and 32-storeys (115m AOD). These would be repositioned and taller than the previously approved 18-storey (approx. 75.5m AOD) and 21-storey towers (approx. 84.5m AOD).

The Printworks

4.4. The application scheme is expected to include:

- The conversion and refurbishment of the Listed and locally listed Nos. 819-827 High Road;
- The demolition of the locally listed No. 829 High Road;
- A cinema (4 screens, approx. 1,500sqm) and range of commercial uses around a publicly accessible yard;
- Approx. 70 homes; and
- Seven car parking spaces and cycle parking to meet London Plan standards.

4.5. The emerging proposals for the site include the refurbishment and extension of the Grade II Listed Building at Nos. 819-821 High Road and the refurbishment of locally listed buildings at Nos. 823-827. The locally listed building at No. 829 would be demolished to allow for Brunswick Square to be widened to at least 3.4m, so that it can be accessed by a fire engine and refuse vehicle. To the rear of this street frontage, new 3-7-storey buildings would be located around two open spaces; a commercial 'yard' immediately to the rear of the retained High Road frontage and a shared courtyard garden. The refurbished frontage and new buildings would house a 'neighbourhood' cinema (4 screens, approx. 15,000sqm) and a range of commercial units at ground level with housing above.

5. **PLANNING HISTORY**

5.1. The Depot and Goods Yard sites have extensive planning history. The key recent history is as follows:

- The Depot - Planning Permission and Listed Building Consent (Nos. 867-869) granted in September 2020 for 330 residential units, a shop/café (A1/A3) and area of public open space (HGY/2019/2929 & 2930); and
- Goods Yard – Planning Permission granted on appeal, against non-determination, in June 2019 for a residential-led mixed use redevelopment comprising up to 316 residential units, employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses (HGY/2018/0187).

5.2. The buildings and spaces that make up the Printworks site also have extensive planning history, but nothing particularly relevant.

6. **CONSULTATION**

6.1 **Internal/external consultation:**

6.1.1 THFC undertook local pre-application consultation between 20/04/2021 and 14/05/2021. This included establishing a dedicated website providing information

and inviting comment, holding a webinar and meeting local residents and stakeholders.

- 6.1.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. Haringey Council officers have held pre-application meetings with the applicant. The applicant also held a pre-application meeting with Greater London Authority (GLA) officers (05/05/2021), and the Metropolitan Police's Designing Out Crime Officer.

Quality Review Panel & Development Management Forum

- 6.1.3 Haringey's Quality Review Panel (QRP) considered emerging proposals at its meeting on 15/12/2020 (report attached as Appendix 1) and is due to be considered by the QRP again on 18/05/2021.
- 6.1.4 A virtual Development Management Forum is scheduled for the evening of 25/05/2021.

7 MATERIAL PLANNING CONSIDERATIONS

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

7.1.1 Principle of the Development

- 7.1.2 All three sites are within a designated Growth Area and the strategic site (NT5 – High Road West) which is allocated in the Tottenham Area Action Plan (AAP). The site allocation calls for comprehensive master planned development. There is an adopted master plan for area - the High Road West Master Plan Framework (HRWMF) - that sits alongside the AAP.

- 7.1.3 There are extant planning permissions for the Goods Yard and Depot sites and these establish the principle of incremental development of the Site Allocation, provided that proposals do 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. All three sites present challenges in this regard and development must also be located and designed to ensure that it does not prejudice the existing use of the Peacock Industrial Estate (the 'agent of change' principle). Officers are continuing to scrutinise the emerging proposals to ensure that the proposed master planning, location, quantum of proposed uses and design of buildings and spaces are acceptable in both the 'meantime' context of existing uses and occupiers and the desired comprehensive development of the whole Site Allocation (as set out in the AAP and HRWMF). To this end, officers have encouraged the applicant to engage with other landowners in the Site Allocation.

- 7.1.4 Given the Site Allocation and extant planning permissions, subject to agreeing satisfactory location, quantum and other details of the proposed non-residential uses (including ensuring that the business space allows the full range of office, research and industrial processes in Use Class E(g) (I to iii) and housing, the principle of the proposed uses is largely established to be acceptable. However, the proposed Printworks development would involve the loss of the existing Royale Banqueting Suite, which could be considered to provide a community use (a local use with a public benefit), and requires assessment. The proposed provision of a cinema outside of the designated North Tottenham Local Shopping Centre (although the Site Allocation does require leisure uses) needs to meet the 'sequential test' and the applicant needs to demonstrate that this is an acceptable location for such a use within the wider Site Allocation.
- 7.1.5 In principle, the proposed uplift in the quantum of housing provision over and above what has been approved for the Goods Yard and Depot sites is acceptable. However, the design, 'liveability' and residential quality of the scheme requires a full and proper assessment to ensure that the proposed denser development would deliver high-quality housing, including necessary open space and play space.
- 7.1.6 S106 Agreements for the two approved schemes secured financial contributions towards the provision of social infrastructure called for in the Site Allocation (in addition to CIL contributions). It is expected that similar proportionate contributions would be secured for both proposed application schemes.

7.2 *Design and Appearance*

- 7.2.1 The applicant is required to ensure any development proposal meets the principles of the HRWMF, including provisions around high quality design and distinct neighbourhood character. The proposed 'full' planning applications (unlike the mainly 'outline' nature of the approved Goods Yard and Depot schemes), would ensure detailed scrutiny of 'liveability' and design quality issues at determination stage.
- 7.2.2 Officers support the applicant's master planning approach of the combined Goods Yard and Depot sites and the proposed street and square based approach which would locate the street away from the western boundary. However, as outlined above in 7.1.3, further scrutiny is underway and officers have yet to see detailed floorplans of the proposed lower buildings. In addition, the proposed site layout would preclude the possibility of a future direct east-west pedestrian route linking Brantwood Road and Durban Road across the railway (although an alternative less direct potential bridge location is being discussed). Discussions are also continuing around the proposed relationship of homes with green spaces, landscaping and the location and design of car parking.

7.3 *Tall Buildings*

7.3.1 The applicant proposes three tall buildings on the Goods Yard and Depot sites of 27-32-29-storeys on the western edge of the site. The HRWMF seeks to create a 'legible spine' descending southward toward White Hart Lane Station. The application site is a location where the principle of tall buildings is acceptable according to DM Policy DM6 and AAP Policy AAP6. The QRP has raised some concerns about the proposed density and scale of the proposed residential towers. Following this, discussion with officers and feedback from the applicant's pre-application consultation, the height of the proposed towers has been reduced in both number and height from the initially proposed four towers of 18, 27, 36 and 39-storeys. Officers are continuing to work with the applicant to assess, test and shape the overall scale and detailed design of these proposed tall buildings and have not formed a view on whether the proposed heights or detailed design is acceptable or not, particularly in light of new London Plan 2021 policy D9 Tall Buildings.

7.4 *Quality of Accommodation*

7.4.1 All new homes must meet the space and quality standards set out in London Plan policies and officers are continuing to scrutinise emerging layouts to ensure that these would be met.

7.5 *Unit Mix*

7.5.1 The precise mix is still to be confirmed, but at present this would provide a range of dwelling sizes, including 15% 3 and 4-bedroom homes. The provision of family-sized homes would be a slightly higher percentage than has been approved to date for the Goods Yard and the Depot (combined approx. 13.6%) and is welcomed.

7.6 *Affordable Housing*

7.6.1 The applicant is currently proposing at least 35% affordable housing by habitable room. Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 40% affordable housing. Policy NT5 also sets out specific requirements concerning Estate Renewal.

7.6.2 The applicant is exploring sources of grant funding to raise the headline affordable housing percentage from 35% to 40% (by habitable room). The proposed tenure split between Low Cost Rented (Social Rented and London Affordable Rent) and Intermediate housing, the contribution that provision could make to the regeneration of Love Lane Estate and other details remain to be discussed. As part of the s106 Agreement for the approved Depot scheme, the Council secured 'first refusal' to purchase the approved Low Cost Rented homes, to assist estate renewal, and officers hope to discuss a similar approach with the applicant.

7.7 *Impact on Residential Amenity*

7.7.1 The application for the combined Goods Yard and Depot site comprises 'EIA development' and will be accompanied by an Environmental Statement that assesses noise, air quality, daylight/sunlight/overshadowing, wind/microclimate and a number of other issues. Any submission will need to be accompanied by a full daylight/sunlight assessment and a wind and micro-climate assessment.

7.8 *Parking and Highway Safety*

7.8.1 Vehicular access for the Depot site would be as previously approved, i.e. from the existing signalised junction on the High Road (that currently serves the B&M store), with a secondary access connecting with Cannon Road to the north. Vehicular access for the Goods Yard site would be from White Hart Lane in a similar position to previously approved. It is not intended that these vehicular routes join up and officers will want to ensure that there are no opportunities for drivers to 'rat run' through the combined sites in order to bypass the High Road. However, it is expected that pedestrian and cycle routes would be very much connected across the combined sites to encourage walking and cycling and connectivity, in line with the HRWMF.

7.8.2 For the Printworks site, in the 'meanwhile' condition (before land to the west in the Site Allocation is developed), delivery and servicing traffic would use a widened Brunswick Square, with the small amount of residential parking being accessed via Percival Court. It is expected that these arrangements would change as and when further land in the Site Allocation is developed, such that delivery and servicing access would be primarily from the west, allowing for Brunswick Square to become more pedestrian/cycle focused.

7.8.3 Discussions are continuing over car parking locations and amount, but officers will want to limit residential car parking to similar amounts to what has been approved (16% for the Depot and 25 % for the Goods Yard), with accessible Blue Badge spaces making up 3%, with provision for an extra 7% subject to demand (in line with London Plan policy). It is not yet clear how much short stay commercial car parking is proposed. Short-stay and long-stay cycle parking would be expected to be in line with London Plan policy.

7.8.4 Subject to the views of Transport for London, officers will continue to work with the applicant to ensure the level of car parking on the site is sustainable and that any surface car parking does not have a negative impact on the character of the urban realm.

7.9 *Heritage Conservation*

7.9.1 Parts of all three sites are within the North Tottenham Conservation Area. Both sites include or are adjacent to the following heritage assets:

The Depot	Status	Proposal
Nos. 867-879	Grade II	Restored
The Goods Yard	Status	Proposal
No. 34, the "Grange"	Grade II	Immediately to east of site
No. 52, Station Master's House	Locally Listed	Restored
Area in between the above	Negative contributor	Improved
No. 36	Neutral	Immediately to south and east of site
The Printworks	Status	Proposal
Nos. 813-817	Locally Listed	Immediately to south of site
Nos. 819-821	Grade II	Restored
Nos. 823-825	Locally Listed	Façade retention
No. 827	Locally Listed	Façade retention
No. 829	Locally Listed	Demolition
Ns. 831-833	Negative contributor	Immediately to north of site.

7.9.2 The proposed change of use of the Listed and locally listed buildings to a range of commercial uses on the ground floor and housing above is acceptable subject to a high-quality design that protects the historic significance of the assets. The applicant continues to engage officers regarding the impacts of the proposed tall buildings on the North Tottenham Conservation Area, and the application will be accompanied by a visual impact assessment, with verified views from agreed assessment points. A separate Listed Building Consent application will be required for Nos. 819-821 High Road, supported by a Heritage Statement.

7.10 *Accessibility*

7.10.1 The proposed cinema, other commercial and community uses will be expected to be fully accessible. All homes would be required to comply with the relevant standards - 10% of the number of residential units would need to be wheelchair accessible. Differences in level across the sites (particularly in the proposed 'Goods Yard Walk') will need to be managed appropriately and inclusive design principles must inform the design and management of proposed streets, squares and park to ensure a fully inclusive and safe environment.

7.11 *Sustainability*

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

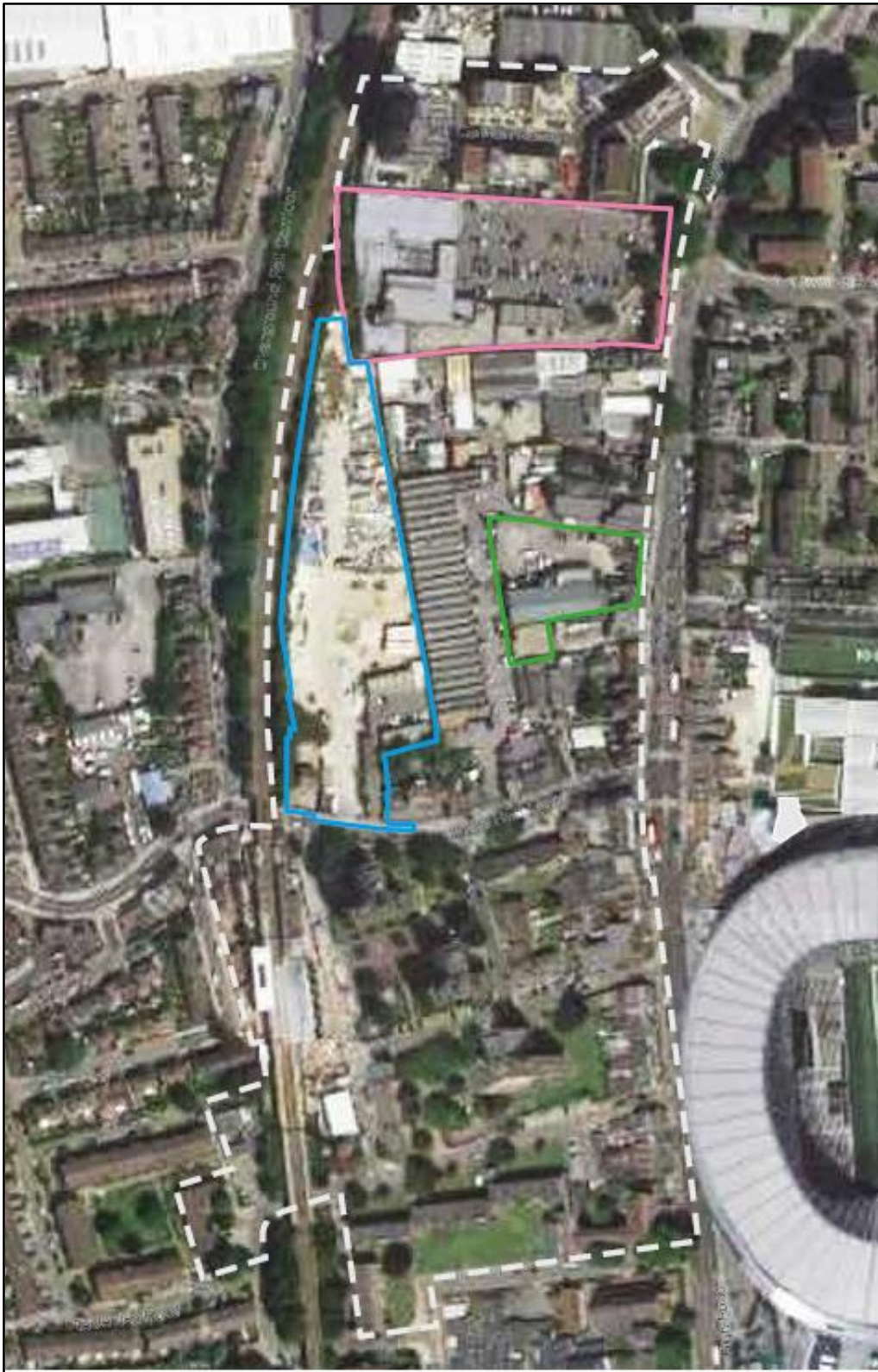
with the London Plan Policy and ensure connection to decentralised energy networks.

PLANS AND IMAGES

Separate document

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PLANS AND IMAGES



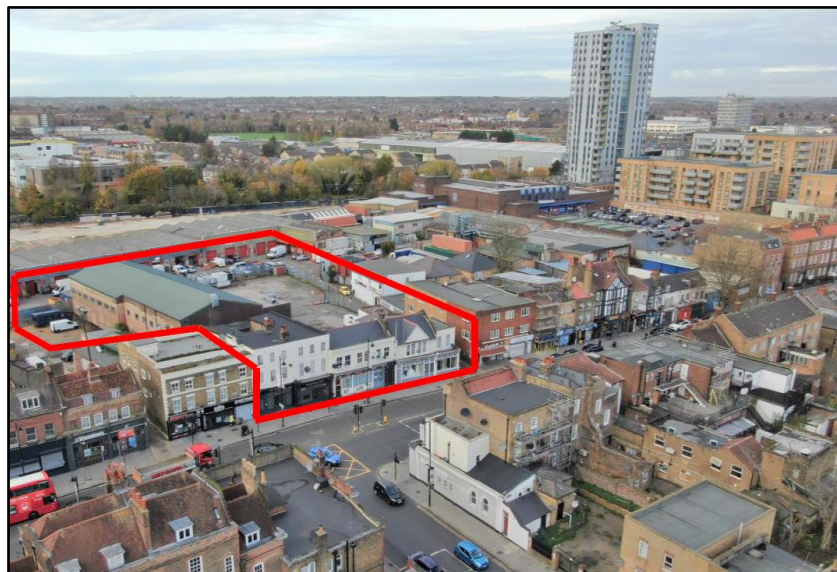
**Pink = The Depot
Blue = The Goods Yard
Green = The Printworks
White dashed = NT5 Site Allocation**



Images of the Depot site



The Goods Yard site, looking east towards the High Road



The Printworks site looking west, showing High Road frontage

The emerging scheme



