

Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2021/0004

Ward: Northumberland Park

Address: High Road West, Tottenham, London N17

Proposal: Hybrid planning application seeking outline permission for the demolition of existing buildings and for the creation of a new mixed-use development comprising residential (Use Class C3), commercial, business and service (Use Class E), leisure (Use Class E and Sui Generis) and community uses (Use Class F1/F2) 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 full planning permission for Plot A including the demolition of existing buildings and the creation of 60 residential units (Use Class C3) together with landscaping, parking and other associated works.

Applicant: Lendlease

Agent: DP9

Ownership: Multiple private and Council

Case Officer Contact: Graham Harrington / Philip Elliott

2. BACKGROUND

2.1. The proposed application is being reported to Strategic Planning Committee to enable members to have early sight of a planning application (which at the time of finalising this report was due to be submitted imminently). Any comments made are of a provisional nature only, and based on information available to officers and will not prejudice the final outcome of an application submitted for formal determination.

3. SITE AND SURROUNDS

3.1. The area is currently a mix of council housing and community uses (The Love Lane Estate and Whitehall Lodge/Tenterden Community Centre, south of White Hart Lane), industrial estates (Peacock Industrial Estate & Carbery Enterprise Park, the former Goods Yard and existing B&M supermarket, north of White Hart Lane), high street buildings, and other uses.

3.2. The site, measuring approximately 8.57 ha, is located in the Northumberland Park ward in North Tottenham and mostly sits between the Enfield Town/Cheshunt - London Liverpool Street London Overground railway line and

the High Road, with Brereton Road acting as its southern boundary and the B&M Homestore its northern edge.

- 3.3. Whitehall Lodge at No. 100 Whitehall Street & Whitehall & Tenterden Community Centre part of the site to west of the railway tracks south of White Hart Lane is to be submitted in detail as a first phase with the remaining area submitted as outline proposals.

South of White Hart Lane

- 3.4. The south of White Hart Lane (WHL) on the other side of the High Road (to the east of the site) is dominated by the new Tottenham Hotspur Stadium. The site itself is largely made up of the Love Lane Estate (mainly Council Housing) and White Hart Lane Station. Much of this area is in public ownership.
- 3.5. Fronting the High Road, the site includes Coombes Croft Library, the locally listed Electricity Substation (adjoining the Library), and numbers 731 to 759 High Road (of which 743 – 759 are locally listed).
- 3.6. The Tottenham High Road Historic Corridor - North Tottenham Area Conservation Area (North Tottenham Conservation Area or 'the CA') ends at the St Francis de Sales Church and Brereton Road and then starts again at 769 High Road, it then runs along WHL to the west up to the railway line incorporating the buildings fronting this road.
- 3.7. Number 7 WHL is the only statutory listed building within the site to the south of WHL. However, numbers 790 ("Dial House" (Grade: II*)) to 802 and 808 & 810 (Grade: II*) High Road (including no. 796 "Percy House" (Grade: II*)) on the other side of the road to the north of Spurs Stadium are statutory listed.
- 3.8. The Love Lane Estate has 297 homes. 211 of these are occupied by residents in temporary accommodation. The Estate has 3 three-winged tower blocks of 10 storeys with lower blocks of 4 storeys surrounded by streets and open spaces. No. 100 Whitehall Street comprises Whitehall Lodge (a vacant supported housing block) and the existing Tenterden Community Centre.

North of White Hart Lane

- 3.9. To the north of WHL the CA includes the buildings fronting the High Road up to Brantwood Road to the north. This includes statutory listed buildings 797 & 799, 819 & 821, and 867 & 869 High Road. Along WHL this also includes numbers 32, 34 & 34a (The Grange Community Hub). In terms of statutory listed buildings only The Grange falls within the application site.
- 3.10. The land to the north of WHL currently comprises the Peacock Industrial Estate, Carbery Enterprise Park and Chapel Place industrial areas, the former Goods Yard and a large retail building, 5 smaller retail units and the associated car park

(B&M Homestore). The Grade II Listed building at 867-869 High Road is located just outside of the site.

- 3.11. The B&M Homestore land is owned by Tottenham Hotspur Football Club (THFC) and has been given the name 'The Depot'. The Depot site has extant planning permission for 330 homes, 270sqm flexible commercial space, 4,010sqm publicly accessible open space (inc. 1,695sqm park), and 0.16:1 residential car parking. The permission includes a tall building of 29-storeys (106m AOD). Further to the north (in Enfield) is the Joyce and Snells Estate, where the LB Enfield is looking to bring forward an estate renewal scheme comprising approx. 1,992 homes and associated social infrastructure and open space.
- 3.12. To the southwest of the B&M land or The Depot is 'The Goods Yard' land which is located to the rear of Nos. 36 and 44-52 White Hart Lane. It sits in between the railway line and the Peacock Industrial Estate. It includes the Carbery Enterprise Park and the locally listed Station Master's House. The rest of the land is currently vacant and is used as car parking on match days.
- 3.13. The Goods Yard is also owned by THFC, and the site has extant planning permission for 316 homes, 1,450sqm flexible commercial space (400sqm to be office/light industry), 4,800sqm publicly accessible open space, and 0.25:1 residential car parking. The permission includes two tall buildings of 18-storeys (75.5m AOD) and 21-storeys (84.5m AOD).
- 3.14. THFC has submitted new proposals for the combined Goods Yard and Depot sites under one application that is currently under consideration (reference HGY/2021/1771). These proposals seek permission for a total of 867 homes (+220), 1,878sqm (GIA) flexible commercial space, 15,650sqm all open space, inc. 1,695sqm park, 16% residential car parking + 10 commercial car parking spaces. The proposals would include taller buildings of 27-storeys (97.7m AOD), 32-storeys (114.2m AOD), and 29-storeys (104m AOD).

4. PROPOSED DEVELOPMENT

- 4.1. The proposed scheme would involve the demolition of a large number of buildings which are to be identified on a demolition plan (one of the proposed parameter plans). A separate planning application is also due to be submitted for the advance demolition of the existing British Queen Pub on Love Lane.
- 4.2. The applicant's Illustrative Scheme for the site (showing one way in which the 'full' part of the scheme and the parameters for the 'outline' part of the scheme could be implemented) would deliver 2,612 homes – with a mix of market for sale and affordable (Low Cost Rent and Intermediate – Shared Ownership) homes. It is also possible that Build to Rent housing is included.

- 4.3. The application is expected to seek planning permission for a range of uses and amounts of floorspaces. Some proposed uses will include minimum and maximum amounts of floorspace. Other proposed uses will include just maximums i.e. there would be no requirement to include these uses. The proposed range of residential and non-residential uses and floorspaces is set out in **Appendix 1**.
- 4.4. The application boundary includes a number of statutory and locally listed buildings that are to be retained and integrated into the masterplan (although a number of locally listed buildings on the High Road would be demolished). The retained buildings would remain in their existing use(s) and the application is not expected to seek permission to alter the fabric of the buildings themselves. The Conservation Heritage section below includes a summary of heritage assets within and adjacent to the site.

South of White Hart Lane

- 4.5. To the south of WHL detailed proposals are emerging for the redevelopment of Whitehall Lodge & Whitehall & Tenterden Community Centre to provide 60 Council homes for social rent within 2 buildings of 5-6 storeys.
- 4.6. For the rest of the south of WHL outline proposals are emerging for the redevelopment of the Love Lane Estate, with the emerging Illustrative Scheme including approximately a further 440 Council homes for social rent (giving a total of 500), 74 intermediate homes (shared ownership), 907 open market for sale and/or Build-to-Rent (BTR) (possible) across 5 Plots. A community Learning Centre building is also proposed which would be located to the south of Moselle Place.
- 4.7. The proposals include a large thoroughfare and public square at the centre of the southern part of site that leads from WHL Station to the stadium and vice-versa (the approx. 3,350sqm Moselle Square). Around the square and along the High Road/WHL the Plots would also contain uses such as commercial, office, workspace, retail, leisure, and food & beverage at ground level.
- 4.8. The emerging Illustrative Scheme for the outline proposals for the south of WHL show buildings along the High Road of 4-8 storeys, 6 storeys alongside the Listed Building at number 7 WHL, stepping up in height from east to west through to the three tallest buildings in this part of the scheme which would have heights of 26, 27, and 29-storeys.

North of White Hart Lane

- 4.9. To the north of WHL the applicants are intending to, on the whole, incorporate similar physical parameters to the extant planning permissions for the THFC owned Goods Yard and The Depot sites. These include the three towers of 18,

21 (Goods Yard), and 29 storeys (Depot), although proposed building heights would be higher to help ensure minimum floor-to-ceiling heights of at least 2.5m and allow for taller lift overruns/roof access arrangements.

- 4.10. It should be noted that the Listed Buildings at Nos. 867-879 High Road that form part of the THFC Depot extant permission and associated extant Listed Building Consent are excluded from the application site. In a similar way, the existing frontage building that forms part of the extant permission for the No. 807 High Road site would be excluded from the application site.
- 4.11. The emerging Illustrative Scheme to the north of WHL would provide approximately 332 intermediate homes (shared ownership) and 786 open market residential across 14 Plots.
- 4.12. The emerging Illustrative Scheme includes a triangular shaped green park of approx. 5,300 sqm at the centre of the site with its widest point towards the north. Around the park and along WHL/where the site joins the High Road the Plots would also contain uses such as industrial, commercial, office, workspace, retail, leisure, and food & beverage at ground level, as well as commercial uses at upper levels.
- 4.13. See attached **Plans and Images – Appendix 3**.

5. **PLANNING HISTORY**

- 5.1. The site has an extensive planning history. The key recent history mainly relates to the area north of WHL (except the 1st case relating to WHL Station) and is as follows:
 - White Hart Lane Railway Station – Planning permission (HGY/2016/2573) granted in November 2016 for extensions to create a new entrance, ticket hall, facilities, and forecourt; a new pedestrian entrance from Penshurst Road, improved access, and lift access from street to platform, including new canopies. (Included demolition of existing entrance and 33 garages). Also included enhancements to the public realm & former station building and cycle parking. The development was completed in 2019.
 - Former Cannon Road Rubber Factory – Planning permission (HGY/2012/2128) granted in February 2013 for 222 residential units, a 2-form entry primary school and three commercial units (including a 22-storey tower) and subsequent approval of details. The development was completed in 2015.
 - 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, employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses – including 18 and 21-storey buildings.

- 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), retail/café use (Use Class A1/A3), area of new public open space, landscaping, and other associated works.
- Goods Yard - Planning permission (HGY/2020/3001) granted in March 2021 for ground works to facilitate the temporary use (18 months to September 2022) for car parking (approx. 415 spaces).
- 807 High Road – Planning permission (HGY/2021/0441) granted in August 2021 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.
- Land at rear of 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.
- Goods Yard-Depot (combined sites) (HGY/2021/1771) – current planning application for 867 homes, 1,878sqm (GIA) flexible commercial space, 15,650sqm of all open space, inc. 1,695sqm park, 16% residential car parking + 10 commercial car parking spaces, including 27-storeys, 32-storeys and 29-storey buildings.
- The Printworks (Nos. 819-829 High Road) – current planning (HGY/2021/2283) and Listed Building Consent (HGY/2021/2284) for the demolition of 829 High Road; change of use and redevelopment for a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E) and a cinema (Sui Generis).

5.2. Also of note are the following permissions on adjacent sites East of the High Road

- for 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 a number of existing buildings (Nos. 799 to 814 High Road).
- Northumberland Development Project – Planning permission (HGY/2015/3000) and Listed Building Consent (HGY/2015/3000) granted in April 2016 for demolition of existing buildings, works to Warmington House and comprehensive phased redevelopment for a 61,000 seat stadium, with hotel (180-bed plus 49 serviced apartments), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and/or offices (Class B1); 585 homes; and health centre (Class D1) – towers up to 36-storeys.

6. CONSULTATION

Internal/external consultation:

- 6.1. LBH-Lendlease have carried out extensive consultation as part of the Residents Ballot which residents on the Love Lane Estate have now voted to support.
- 6.2. 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 (20/07/2021), Tottenham Hotspur Football Club, the Metropolitan Police's Designing Out Crime Officer, and others.

Quality Review Panel & Development Management Forum

- 6.3. Haringey's Quality Review Panel (QRP) has considered emerging proposals on a number of occasions, the last being on 17/09/21. The Panel commended elements of the overall site layout, and the work on public realm, movement and landscape across the scheme gave the panel greater confidence in the quality of the scheme but asked for further design work to address its concerns. These can be summarised as follows:
 - The current density of the proposal, especially in relation to the provision of public green space and other resident amenities such as internal courtyards;
 - Deliverability and phasing – particularly in terms of the provision of the proposed Peacock Park relative to new housing;
 - The 'Liveability' of the proposed scheme;
 - The scale, massing and height of the proposed buildings, in particular the proposed taller towers in Plots B and F;
 - Impact of proposed tall buildings on Plot F on The Grange;
 - Pedestrian wind comfort south of WHL;
 - The need for the outline element of an application to set out maximum floorspace and residential unit numbers for each Plot and appropriately drawn parameters that provide a degree certainty to help ensure high-quality development. The Panel also highlights the importance of a good design code that will be particularly important for guiding the design of tall buildings (including relationship between buildings and material difference to avoid coalescence); and
 - The need to manage the relationship with THFC consented schemes.
- 6.4. A virtual Development Management Forum took place on 13/10/21. Note of meeting attached as **Appendix 2**.

7 MATERIAL PLANNING CONSIDERATIONS

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

7.2 *Principle of the Development and Land Use*

- 7.2.1 The site is within a designated Growth Area and the strategic site (NT5 – High Road West) which is allocated in the Tottenham Area Action Plan (AAP) (July 2017), where tall buildings are acceptable in principle. The site allocation calls for comprehensive master planned development in accordance with a number of Site Requirements and Development Guidelines, including the requirement that development should accord with the principles set out in the most up-to-date Council-approved masterplan. The High Road West Masterplan Framework (HRWMF), which is the most up-to-date masterplan approved by the Council, was published in September 2014.
- 7.2.2 AAP Policy AAP1 and justifying text encourages a comprehensive approach to developing the Site Allocation. However, it and DMD Policy DM55 allow for an incremental approach. 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.
- 7.2.3 The proposed loss of the existing out of town retail B&M supermarket the north of WHL is acceptable in principle and has been approved by the extant Depot consent and the proposed retail uses focused around Moselle Square would help define a larger and strengthened Local Centre. The loss of the existing Tenterden Community Centre, Whitehall Lodge supported housing and Coombes Croft Library would all need to be mitigated by re-provision within the proposed scheme or elsewhere (phasing to be agreed). The proposed loss of industrial land (Peacock Industrial Estate, Carbery Enterprise Park and Chapel Place) would likewise need to be mitigated by the inclusion of a minimum amount of business floorspace. The proposed loss of the existing Royale Banqueting Suite, which could be considered to provide a community use (a local use with a public benefit) requires assessment and further consideration.
- 7.2.4 Given the requirements and guidelines of the Site Allocation and extant planning permissions, subject to agreeing satisfactory location, minimum and maximum amounts, 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 relocation assistance for displaced businesses), the principle of the proposed non-residential uses is largely acceptable. In accordance with the HRWMF, the proposals are expected to focus new and replacement community, retail and food and beverage uses in an expanded North Tottenham Local Centre focused around Moselle Square.
- 7.2.5 Officers are continuing to scrutinise the emerging proposals to ensure that the proposed master planning, location, number of homes & 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). Officers have yet to agree the emerging minimum and maximum floorspaces that are set out in **Appendix 1**.

7.2.6 The design, ‘liveability’ and residential quality of the emerging scheme requires further interrogation to ensure that the proposed density of development would deliver high-quality housing, including necessary open space and play space and replacement and additional social infrastructure for all phases of the development. The existing and proposed numerical density of the Illustrative Scheme and the THFC consented schemes (calculated in accordance with the Mayor of London’s Housing SPG) is set out in Table 1 below.

Table 1: Density Comparison

Existing Density	Lend Lease Illustrative Scheme	THFC Consented Schemes
<ul style="list-style-type: none"> • South of WHL – 114 u/ha 	<ul style="list-style-type: none"> • South of WHL – 418 u/ha • Overall – 337 u/ha 	<ul style="list-style-type: none"> • Goods Yard (consented) – 270u/ha • Depot (consented) – 275u/ha • Goods Yard-Depot (current application) – 353u/ha

7.2.7 London Plan Policies H1 and D3 makes clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites. 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. The density of the proposed Illustrative Scheme south of WHL exceeds 350u/ha, which is the definition of ‘higher density’ development in the London Plan. It is, therefore, particularly important that physical, social and green infrastructure issues for this part of the site are fully assessed.

7.2.8 The Love Lane Estate has a poor layout, with a relatively large amount of ill-defined communal open space that, as a consequence, is relatively under-used and suffers from anti-social behaviour, including on stadium event days. This open space contributes to the existing relatively low numerical density figure, but does not help make a high-quality place. In contrast, the Illustrative Scheme includes a higher level of private amenity space for residents (balconies, terraces etc.) and better-defined communal open space in the form of courtyards and roof spaces within blocks, together with a centrally placed Moselle Square.

7.3 *Estate Renewal*

7.3.1 London Plan Policy H8 'Loss of existing housing and estate redevelopment' and the Mayor's Good Practice Guide to Estate Regeneration, together with AAP Site Allocation NT5, set out specific requirements for the site in terms of estate renewal, including like for like replacement, a right to return and a fair deal for leaseholders. Officers are continuing to work with the applicants and GLA Planning to understand how these and other requirements would be met or have been considered as part of the Ballot process. A ballot ran from 13 August to 6 September 2021 and concluded a majority vote in favour of the ballot proposals. All estate renewal schemes need to go through the 'Viability Tested Route' to help ensure that genuinely affordable housing is maximised and so an application would need to be supported by a Financial Viability Appraisal.

7.4 *Design and Appearance*

7.4.1 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 application element of the proposal would ensure detailed scrutiny of 'liveability' and design quality issues at determination stage for the proposals west of the railway line.

7.4.2 A Development Specification, Parameter Plans and Design Code would form part of a set of 'control documents' for the outline component of a hybrid application. These tools are expected to establish flexibility in the type and amount of floorspace for the proposed land uses, with minimum and maximum amounts for proposed retail, food and beverage, business space, community space, residential space etc. They are also expected to set out the approach to layout, height and massing of buildings that could be developed on each Plot and to provide relevant guidance, restrictions, and 'rules' for all Plots which would set a framework for any subsequent Reserved Matters Applications and to give confidence to the LPA that the outline element of a proposed scheme would deliver high-quality and acceptable buildings and spaces.

7.4.3 The 'control documents' would be augmented by the design review process, with RMA applications being expected to be considered by the QRP at pre-application stage. Together with full officer and Member scrutiny, this should ensure that the LPA maintains full oversight and control of detailed design of all buildings and spaces that are approved in 'outline.'

7.4.4 Officers are encouraged by the applicant's master planning approach of the area, with publicly accessible open spaces at the core of the proposed scheme north and south of WHL and proposed yard spaces along the rear of properties fronting the High Road. However, further scrutiny is underway, and officers have yet to

see detailed breakdowns of proposed floorspaces for different uses for the proposed individual outline Plots.

7.5 *Tall Buildings*

- 7.5.1 The strategic requirement of London Plan Policy D9 (Part B) is for a plan-led approach to be taken for the development of tall buildings by boroughs and makes clear that tall buildings should only be developed in locations that are identified in development plans. The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Policy AAP6 states that, in line with Policy DM6 (Figure 2.2), the North Tottenham Growth Area has been identified as being potentially suitable for the delivery of tall buildings.
- 7.5.2 London Plan Policy D9 sets out detailed Visual (long, mid and immediate views, spatial hierarchy, architectural quality and materials, impact on heritage assets, glare, and light pollution), Functional (fire safety, servicing, maintenance and management and capacity of entrance and access routes, public transport capacity and jobs and services) and Environmental (wind, daylight, sunlight etc, air movement, noise) and Cumulative Impacts.
- 7.5.3 London Plan Policy D9 is the most comprehensive and most-up-to-date development plan policy and will form the basis of a detailed assessment. However, Policy DM6 provides further criteria, including protecting and preserve existing locally important views in accordance with Policy DM5 and this will also be used to assess the scheme.
- 7.5.4 The proposed tall buildings will be within the 'outline' element of the application and it will be particularly important that the Design Code provides guidance to ensure high-quality tall buildings and associated spaces. At this stage, the Illustrative Scheme generally shows 3 x passenger lifts for buildings of 22-storeys and above, to ensure good standards of vertical movement between streets and people's homes.
- 7.5.5 The proposed planning application is expected to be supported by a Fire Statement and will be subject to Gateway 1 consultation with Building Control and the Health & Safety Executive and, if approved, subsequent Reserved Matter Applications would also be subject to future Gateways to ensure full Building Control and fire safety compliance (including evacuation and lifts).
- 7.5.6 The Illustrative Scheme would sit within proposed larger Maximum Parameters. The emerging maximum height parameters would allow for buildings of 1-3 storeys higher than the Illustrative Scheme, to allow for design flexibility, lift overruns etc. The proposed maximum building height that would be allowed is 32-storeys (on Plot D, next to White Hart Lane Station).

- 7.5.7 The applicant proposes three tall buildings on the Goods Yard and Depot sites of 18-21-29 storeys (moving south to north) on the western edge of the site north of WHL (these are the same storey heights as in the extant THFC permissions, although buildings may be slightly taller to allow for more generous floor-to-ceiling heights and lift overruns etc.). The HRWMF seeks to create a 'legible spine' descending southward toward White Hart Lane Station.
- 7.5.8 Tall buildings are also proposed to the south of WHL. The Illustrative Scheme includes buildings of 26-29-27-storeys (moving south to north) on the western edge of the site. The proposed Illustrative Scheme for Plots to the east of these would allow for buildings of 18-14-18-12-storeys, stepping down towards the High Road to 4-6-storeys. See Plans and Images for the emerging Illustrative Scheme heights.
- 7.5.9 The QRP has raised concerns about the proposed density and scale of the proposed residential towers. Following this, and their own assessment, officers have secured some reductions in Illustrative Scheme and Maximum Parameter heights (particularly in heritage sensitive locations so that they are more sympathetic to their surroundings) and stronger guidance in the proposed Design Code.

7.6 *Quality of Accommodation*

- 7.6.1 All new homes are expected to meet the space and quality standards set out in London Plan policies and officers are continuing to scrutinise layouts in the Illustrative Scheme to ensure that these would be met. As the vast majority of the proposed homes are due to be in outline, the proposed 'control documents' need to provide sufficient confidence that high-quality homes in the quantity proposed would be achievable.

7.7 *Unit Mix*

- 7.7.1 Policy DM11 calls for schemes to deliver the target mix for affordable housing as set out in Policy DM13 and the Council's Housing Strategy, stressing that proposals for comprehensive renewal of social housing estates will be required to re-provide the existing affordable housing on an equivalent habitable room basis, tailored to meet current housing needs and the achievement of more inclusive and mixed communities. The policy also 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. A key principle around homes set out in the HRWMF is provision for a mix of housing sizes, types and tenures.

7.7.2 The precise mix is still to be confirmed, but at present the proposed scheme would provide a range of dwelling sizes, including an overall provision of 16% x 3 and 4-bedroom homes. The provision of family-sized homes would be a slightly higher percentage than has been permitted to date for the Goods Yard and the Depot (combined approx. 13.6%), although below the 17.4% in the current Goods Yard-Depot planning application scheme. This is considered acceptable, taking account of the nature of the scheme and the site. Furthermore, the dwelling mix for the proposed affordable housing would be closely aligned with the target mix in the current Housing Strategy for Social Rent (10 x 1-bed, 45% x 2-bed and 45% x 3-bed or more with 10% 4-bed or more) and Intermediate (30% x 1-bed, 60% x 2-bed and 10% x 3-bed).

7.8 *Affordable Housing*

7.8.1 London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing and Fast Track threshold level of affordable housing of a minimum of 35% (50% for public land and industrial land). Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 40% affordable housing. Policy AAP3 sets out the affordable tenure split (DM13 A[b]) in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation. Policy NT5 also sets out specific requirements concerning Estate Renewal. The applicant is currently proposing at least 35% affordable housing by habitable room.

7.8.2 Discussions are ongoing regarding the exact proposed tenure split between Low Cost Rented (social rented/ London Affordable Rent) and Intermediate housing and its distribution across the site (both south and north of WHL). Consultants have been appointed to scrutinise the financial viability of the proposals in planning policy terms.

7.9 *Impact on Residential Amenity*

7.9.1 The proposed scheme comprises 'EIA development' and a planning application will be accompanied by an Environmental Statement that assesses noise, air quality, daylight/sunlight/overshadowing, wind/microclimate, and other environmental topics that could have 'likely significant effects'.

7.10 *Parking and Highway Safety*

7.10.1 The detailed element of the scheme which includes the first phase would be 'car free,' with accessible car parking provided along Whitehall Street. This is supported by Parking Surveys that indicated that Whitehall Street and the wider CPZ has capacity to accommodate accessible parking. There may also be the potential for increasing on-street car parking spaces as part of the street does not fall within adopted highway. Discussions on this are ongoing and the applicant

will be expected to show that the proposed car parking arrangements comply with policy.

- 7.10.2 More generally, the amount and location of proposed car parking to the south of WHL takes account of the needs of those existing residents that choose to stay and be re-housed in the proposed scheme through a combination of on-street and on-Plot car parking. The applicant is proposing around 10% residential car parking across the scheme, with an initial 3% accessible space for wheelchair accessible homes and showing how a further 7% could be provided if demand exists (in line with London Plan Policy T6.1). Officers expect that a dynamic car parking management plan would help manage and allocate spaces over time. Commercial car parking is expected to be low and in accordance with the London Plan's restrictive standards.
- 7.10.3 Given that all matters would be reserved for the outline application, an 'Access & Circulation Parameter Plan' would set limits of deviation for these. For the Depot part of the site to the north of WHL it would be as has been previously permitted, 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.
- 7.10.4 Another restricted vehicular access is expected to be proposed to the south of 865 High Road – where there is a current crossover into the existing Timber Yard at 855-863 High Road. There would also be restricted access from the existing small laneways; Brunswick Square (a public highway) and Percival Court. Vehicular access for the south of WHL would be from William Street and Moselle Place and would follow existing routes and from Brereton Road, creating a new north-south connection.
- 7.10.5 It is not intended that these motorised vehicular routes join up and officers will want to ensure that there are no opportunities for car 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.
- 7.10.6 It is expected that further information on these arrangements will be provided as and when further phases come forward, such that delivery and servicing access would be primarily from more suitable routes, allowing for the laneways such as Brunswick Square to become more pedestrian/cycle focused.
- 7.10.7 Short-stay and long-stay cycle parking would be expected to be in line with London Plan policy.
- 7.10.8 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.

7.11 *Heritage Conservation*

7.11.1 As set out under 7.1.2 above, Site Allocation NT5 (July 2017) calls for comprehensive master planned development in accordance with a number of Site Requirements and Development Guidelines. These include the following relevant requirements:

- The need to accord with the principles set out in the most up-to-date Council-approved masterplan (the HRWMF);
- 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; and
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including: (i) a new Learning Centre including library and community centre; (ii) provision of a range of leisure uses that support 7 day a week activity and visitation; and (iii) 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.

7.11.2 The HRWMF includes an indicative masterplan that includes the redevelopment of all buildings on the High Road between Bereton Road and Moselle Place. Section 3.4 of the HRWMF includes the following:

“The proposed approach in the Masterplan Framework introduces a new Learning Centre and commercial development with residential above it onto the High Road between Moselle Street and Brereton Road. This results in the demolition of ten locally listed buildings on the High Road and associated disruption to existing businesses and residential occupiers. It creates a necessary break in the High Road corridor by placing a contemporary new building - the Learning Centre - as a bridge between old and new. This is a key component of the masterplan concept in terms of attracting commercial occupiers to Moselle Square in a first ‘place making’ phase and, crucially, linking the commercial space at Moselle Square with the new Stadium on the opposite side of the High Road, again to maximise the attractiveness of Moselle Square to commercial occupiers and ensure that the new Learning Centre is centrally located and accessible to all.”

7.11.3 In June 2017, Cabinet approved the North Tottenham Conservation Area Appraisal and Management Plan. This included recommendations for revisions to

the boundary of the North Tottenham CA to remove the CA designation from the central section of the High Road, from Brereton Road to just north of Moselle Street on the west hand side and the east side of the High Road only between Brereton Road and Park Lane. The CA boundary has been revised accordingly and this area was excluded.

7.11.4 As such, whilst parts of the site are within the North Tottenham CA, an area to the south of WHL along the High Road is within a gap in the CA (with the Area being either side of it). The site includes a number of individual designated and non-designated heritage assets and is adjacent to a number of other individual heritage assets. These assets are as follows:

North of WHL (High Rd)	Status	Proposal
867-869	Grade II	Immediately to east of site
865	Locally Listed	Front element retained, rear demolished and new blocks adjacent
853	Locally Listed	Demolished
851	Locally Listed	Immediately to east of site
847-849	Locally Listed	Immediately to east of site
841-843 (former Chequers Pub)	Locally Listed	Immediately to east of site
823-829	Locally Listed	Immediately to east of site
819-821	Grade II	Within site – retained and new blocks adjacent
813-817	Locally Listed	Immediately to east of site
809 & 811	Locally Listed	Immediately to east of site
801 & 803-805	Locally Listed	Immediately to east of site
797 & 799	Grade II	Immediately to east of site
793 & 795	Locally Listed	Immediately to east of site
North of WHL (on WHL)	Status	Proposal
Chapel Place (incl. number 6 WHL & former Catholic Chapel and Pastor's House)	Locally Listed	Retained – new blocks attached to 6a WHL only (no physical alterations). All other development adjacent to the former Catholic Chapel and Pastor's House
32, 34 & 34a (The Grange Community Hub)	Grade II	Retained – new block adjacent to its east elevation
52, former Station Master's House	Locally Listed	Retained and extended to form part of new block
South of WHL (on WHL)	Status	Proposal
7	Grade II	Immediately to east of site
South of WHL	Status	Proposal
769-771	Locally Listed	Immediately to east/north of site
773-779	Locally Listed	Immediately to east/north of

		site
743-759 (759 former Whitehall Tavern Pub)	Locally Listed [falls outside of the CA]	Demolished
Electricity Substation (adjoining Library)	Locally Listed [falls outside of the CA]	Demolished (the Design Code is expected to allow for possible retention)
729 (Presbytery) & St Francis de Sales Church	Locally Listed [within CA]	Immediately to south of site

As indicated in Section 3 there are several statutory listed and locally listed heritage assets on the eastern side of the High Road. This includes numbers 790 'Dial House', 796 'Percy House' [incl. forecourt & railings], and 808 & 810 High Road which are all listed at Grade: II - i.e. particularly important buildings of special interest.

7.11.5 The proposed retention and incorporation of individual buildings, the demolition of the identified locally listed buildings and proposed new buildings is considered acceptable, subject to the proposed control documents (Development Specification, Parameter Plans and Design Code) establishing strong parameters to ensure that replacement and new buildings and spaces are sufficiently high quality. Officers are continuing to discuss the scope and detail of these documents with the applicant.

7.11.6 The applicant continues to engage officers regarding the impacts of the proposed tall buildings on the North Tottenham, Bruce Castle and All Hallows and Tottenham Cemetery Conservation Areas and, and the application is expected to be accompanied by a Heritage Statement and Townscape and Visual Impact Assessment forming part of an Environmental Statement, with verified views from a number of assessment points. Officers need to carefully assess likely effects on the setting and significance of the assets. Separate planning and (where necessary) Listed Building Consent application(s) would be required in due course for any future change of use or works to the existing buildings to be retained.

7.12 *Accessibility and inclusive design*

7.12.1 The proposed commercial, leisure 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.

7.12.2 Differences in level across the sites 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 that takes account of climate change (including resilient planting, shade, free public drinking water etc.).

7.13 *Energy and Environmental Sustainability*

7.13.1 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 high performing buildings that reduce energy demand, connection to decentralised energy networks and on-site renewable technology to maximise on-site reductions in carbon emissions, factor in whole life-cycle carbon assessment and promote a circular economy.

7.13.2 Part of the site is within Flood Zone 2, due to the culverted Moselle River that runs under the south side of WHL and down the west side of the High Road. This physically constrains development options and the scheme will need to ensure that Sustainable Urban Drainage features are integrated.

7.14 Delivery

7.14.1 The Council is the main land owner to the south of WHL. However, it owns little land to the north of WHL. To this end, officers have encouraged the applicant to engage with other landowners in the Site Allocation and have asked that an application is supported by a Delivery Statement that sets out how the scheme as a whole is to be delivered. Tottenham AAP Policy AAP2 and more generally Chapter 6 of the AAP and DMD Policy DM56 support, in principle, the use of the Council's compulsory purchase powers to help assemble land where necessary

Appendix 1: Proposed Land Uses and amounts

Land Use	Illustrative GEA (sqm)	Minimum GEA (sqm)	Maximum GEA (sqm)
Use Class B2: Industrial*	0sqm	0sqm	7,000sqm
Use Class B8: Storage and Distribution*	0sqm	0sqm	1,000sqm
TOTAL USE CLASS B:	0sqm	0sqm	8,000sqm
Use Class C3: Residential	245,685sqm	235,000sqm	280,000sqm
TOTAL USE CLASS C:	245,685sqm	235,000sqm	280,000sqm
Use Class E (a): Retail other than hot food	4,934sqm	4,000sqm	7,800sqm
Use Class E (b): Sale of food and drink mainly for consumption on premise			
Use Class E (c): Commercial, professional (other than medical) or financial services			
Use Class E (d): Indoor sports, recreation or fitness	3,200sqm	500sqm	4,000sqm
Use Class E (e): Medical or healthcare	0sqm	0sqm	1,000sqm
Use Class E (f): Creche, day nursery or centre	0sqm	0sqm	2,000sqm
Use Class E (g)*: offices for operational or administrative functions, R+D of products or processes, industrial processes	4,788sqm	1,525sqm	7,200sqm
TOTAL USE CLASS E:	12,922sqm	6,025sqm	22,000sqm
Use Class F1 (d): Public Libraries or reading rooms	1,415SQM	500SQM	3,500SQM
Use Class F1 (e): Public halls or exhibition halls			
Use Class F1 (f): public places of worship	655Ssqm	0sqm	0sqm
Use Class F2 (b): local community halls	927sqm	500sqm	2,500sqm
TOTAL USE CLASS F:	2,997SQM	1,000SQM	6,000SQM
Sui Generis: Energy Centre	1,700sqm	200sqm	1,800sqm
Sui Generis: Public House	0sqm	0sqm	3,000sqm
Sui Generis: Sub Station	0sqm	0sqm	500sqm
Sui Generis: Cinema	0sqm	0sqm	3,000sqm
TOTAL SUI GENERIS:	1,700sqm	200sqm	8,300sqm
Residential Parking	7,865sqm	4,000sqm	15,000sqm
TOTAL:	271,169sqm	246,225sqm	339,300sqm

* A minimum floorspace of 4,686sqm will be delivered either as B2, B8 or E(g).

Appendix 2: Development Forum – Note of Meeting

Development Management Forum 13 October 2021 – High Road West site (land at Whitehall Street and between the railway and the High Road from Brereton Road in the south and the B&M supermarket in the north), N17.

Overall proposals are: Demolition of most buildings and the retention of others; redevelopment to provide approx. 2,600 new homes (including 60 homes on site of No. 100 Whitehall Street & Whitehall & Tenterden Community Centre), shops, leisure, community and business uses in a range of buildings between 2 and 32-storeys, together with a new park and public square.

A virtual MS Teams Development Management (DM) Forum was held on 13 October 2021 at 7:30 PM.

Three local residents/interested people and Councillors John Bevan, Erdal Dogan, Sarah Jones and Yvonne Say logged on to the meeting. Also attending were members of the applicant team and Haringey officers. Attendees were advised that the meeting was being recorded. One local person had microphone problems and officers read out his questions from the meeting chat to ensure that they were able to make all the points they wished to make.

The key planning issues highlighted at the meeting by individual residents and Councillors were as follows (these have been grouped and are not necessarily in the order in which they were raised):

- Workings of the area on stadium event day
- Density, privacy and overlooking, daylight and sunlight
- Affordable housing, Council rents and service charges
- Private housing sale values & marketing
- Housing service charges to cover costs of managing & maintaining proposed spaces
- Flooding and drainage
- Transport – ability of area to cope, cycling & parking
- Land in third party ownership

Workings of the area on stadium event day

- Concern that the proposed Moselle Square and surrounding area needs to be suitable for large crowds on stadium event days and also provide a space for residents. Also concern that the proposed new library would be located in this area, which could be difficult to access at such times. Local people need to feel safe.
- The issue is less about football crowds (who tend to be regular and know how the area works on event days), but crowds for other events – such as NFL games and boxing. The area suffered badly during the recent boxing match (when capacity was increased to 67,000) – with the area in ‘gridlock’ until 1.00am, people using gardens and spaces as a toilet and rubbish everywhere

etc. Concern that emergency vehicles could not get through if they needed to, ability of local people to get off trains and safety of women walking home.

- Applicant response: Moselle Square and other spaces are being designed first and foremost for residents. Intention is to create spaces that help manage crowds better and increase the capacity of the area to cope – not to encourage crowds to gather (spaces and widths have been sized to cater with people walking through). Met. Police Design Out Crime Officer and others consulted.
- Officer response: The Council as Local Planning Authority needs to scrutinise proposals and consider whether they would improve the current situation on event days (on-going discussion in other forums).

Density, privacy and overlooking, daylight and sunlight, play space

- Concern at proposed high density – both number of proposed homes and height of buildings have continued to increase over the last few years (questions over whether this is the type of place that local people have been saying they want).
- Serious concern at overlooking across spaces and between homes themselves – with the proposed tall buildings being close to each other. Also concern about inadequate daylight and sunlight (particularly on lower floors and overshadowing of spaces and general ‘liveability’ of the scheme).
- Concerns that the proposed tall buildings would overwhelm and overshadow the Headcorn and Tenterden area to the west of the railway. People here feel forgotten/excluded from regeneration.
- Concern over whether proposed play space is adequate for the density
- Applicant response: The proposals include a range of heights, including low-rise (5-7-storeys) as well as taller buildings. Focused taller buildings to the west, around the station and next to the railway and away from the High Road and its heritage buildings.
- The scheme would benefit from large spaces (above the railway lines and proposed new Moselle Square and Peacock Park).
- Lots of testing of daylight and sunlight has been undertaken – informing the size of streets and courtyards (not fixed, but likely to vary – with some streets about 11-12m and others about 18-20m and courtyards ranging from 21-37m) to ensure good levels of daylight for homes. Seeking to establish principles at this stage. There would be lots of opportunities to work with local people on detailed designs if ‘outline’ permission was to be granted.
- There would be some impacts on surrounding areas, but seeking to minimise.
- Officer response: An ‘outline’ permission would establish parameters – this is a large scheme that, if approved, would come forward in phases and there would be more time to discuss and consider detailed proposals.

Affordable Housing, Council rents and service charges

- Questions about affordable housing and whether rents would be the same as Council rents. The offer is for rents to be 'only' 10% above existing rents – but this is only for existing Love Lane Estate residents. Concern, that local people do not know how much higher rents would be.
- Applicant response: Not the place to discuss commitments given by the Council during the ballot process. The applicant is trying to balance affordability with aspirational change. Also considering affordability/rents of commercial spaces.

Private housing sale values & marketing

- Concern at the impact the scheme would have on rents and values in the surrounding area.
- Would the applicant be willing to market homes to local people first, before marketing to others (including those living abroad)?
- Applicant response: Intending to build a mix of homes (rent and for sale) that would be affordable. It has already given a commitment to the Council to market locally before more widely.

Housing service charges to cover costs of managing & maintain proposed spaces

- Concern that new high-quality spaces (welcome in principle) could result in high service charges for residents. Want the Council as Local Planning Authority to cap service charges.
- Applicant response: The applicant wants a well-managed estate and is trying to design homes and landscaping with relatively low management and maintenance requirements (e.g. ability to clean windows from inside homes).
- Future management would be the responsibility of a management company – that would include representatives of the developer, Council and residents. Opportunities for income generation to help keep down service charges

Flooding and drainage

- Concern at prospect of increased rainfall and flooding of White Hart Lane. Recent works not attractive (weeds), cannot cope with rain and road markings not clear – so difficult to know where to cross etc.
- Applicant response: A comprehensive approach should help to manage flood risk and aim is to improve the existing situation by additional planting as well as improved conventional drainage.

Transport – ability of area to cope, cycling & parking

- Concern at ability of the area to cope with proposed increase in density? What are proposals for cycling and car parking?

- Applicant response: Recent improvements to White Hart Lane Station means it would have capacity to serve the proposed development. Looking to incorporate good cycling routes. Commitment to re-provide car parking for existing residents – but other than that the focus is on providing accessible Blue Badge spaces. Cycle route designed into proposal.
- Officer response: The Council as Local Planning Authority has strong policies to encourage active travel and will be scrutinising the application to ensure that it supports walking and cycling.

Land in third party ownership

- How would land not owned by the Council or developer be used?
- Concern that the proposals amount to a 'land grab.'
- Applicant response: Council owns most of land south of White Hart Lane – where early phases would be focused. There is time to keep talking with Tottenham Hotspur FC, Peacock Industrial Estate and other land owners about their land (the proposed scheme allows for the Spurs owned land to be developed by them).

The applicant thanked people for comments and assured the meeting that they would take away issues and consider. The applicant also provided an email address for people to send further comments and signalled willingness to keep consulting and discussing the scheme. Officers noted that a number of planning and other issues had been raised and that they will consider further.

Meeting concluded at 8.55 PM

Appendix 3 – Plans and Images