

By email
16 March 2022

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Your ref HGY/2021/3175
Our ref 278880-00/4.10
File ref Arup Letter Haringey Planning

Dear Philip,

High Road West Planning Sub-Committee Report

As instructed by our client, Tottenham Hotspur Football Club, please see attached comments on the Planning Sub Committee report ahead of the Committee meeting tomorrow. Arup are a leading multi-disciplinary design and planning consultancy and we have had a long involvement in the High Road West, as author of the adopted High Road West Masterplan Framework (HRWMF) and ongoing involvement in the Goods Yard applications. We are committed to the vision and ambition embodied in the masterplan to deliver “a vibrant, attractive, and sustainable neighbourhood and a new sport and leisure destination for North Tottenham”.

As noted in the conclusion, in my view, the ambition and commitment to communities and place is lost in the current proposal. The application as it stands will not deliver the masterplan, the Tottenham Area Action Plan or the Council’s aspirations for High Road West. It misses the opportunity to deliver truly mixed-use development and deliver good growth for North Tottenham.

Yours sincerely



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Enc [Click or tap here to enter text.](#)
cc Robbie McNaugher, Haringey Council
Richard Serra, THFC
Shaun Bashforth QUOD

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Response to Haringey Planning Sub-Committee Report for 17th March 2022 reference HGY/2021/3175 - HIGH ROAD WEST, N17

1. Reference Section 30 The Conclusion and Planning Balance (page 154)

- 1.1 Item 30.1 notes that the proposed development does not conform with the 2014 High Road West Masterplan Framework (HRWMF).
- 1.2 As author of the 2014 Masterplan, developed over two years with high levels of engagement and consultation and subsequently adopted in 2017 as part of the NT5 Site Allocation in the Tottenham Area Action Plan (TAAP), this departure from policy causes significant concern.
- 1.3 This is addressed in points 2-4 as follows:

2. The Vision for High Road West

- 2.1 The ambition of the 2014 Masterplan links to the wider Tottenham Regeneration Strategy and seeks to create a range of destinations along the High Road with different characteristics, predominantly determined through land use. The HRW MF states that the vision for High Road West is “a vibrant, attractive, and sustainable neighbourhood and a new sport and leisure destination for North Tottenham”.
- 2.2 The committee report acknowledges that the proposed scheme departs from the HRWMF as the proposed uses do not explicitly provide leisure space opposite the stadium to create a sports and leisure destination for north London or include formal sports provision in the park.
- 2.3 This departure from policy causes significant concern. Section 2.38 of the AAP states that “...the redevelopment of High Road West offers the opportunity to create a new local centre.....” and 3.23 states that “The priority is to ensure that, even on non-match days, the area is lively and attracts people to make the most of the stadium development, the High road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further cement the area’s reputation as a premier leisure destination within North London.”
- 2.4 The minimum and maximum leisure and community land uses (Class E and F and Sui Generis) in the proposed scheme are 7,225 sqm and 36,300sqm respectively, which as a portion of total development area, equates to 2.8 % or 10% of total GFA. This minimum component represents a significant reduction from the land use mix proposed in the HRWMF which is 19,150 sqm, or 13.9% of GFA. It is unlikely that the proposed reduction will therefore deliver the vibrancy described by policy to create a premier leisure destination in North London.

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2.5 Furthermore, the HRWMF proposed around 1200 homes compared to the potential 2,869 homes, in the proposed scheme. The liveability of High Road West is likely to be significantly reduced by the increase in residential density alongside a decrease in community and leisure infrastructure. Rather, the increase in residential development should be matched by an increase in supporting land uses, commensurate with proposed density and scale, to create a great place and a liveable neighbourhood.

3. Heights, Massing and Heritage Impacts

3.1 Section 3.12 of the HRWMF states that building heights will respond to the context of heritage assets. It notes that a key design principle is that “Tall buildings will only be considered in parts of the masterplan area where the existing character would not be affected adversely by the scale mass or bulk of a tall building”. It further states that “Taller buildings [are] placed along the railway line away from the High Road. This creates an edge to the development and builds on the character established by the tower at Brook House”

3.2 The placement of tall buildings in the proposed scheme departs significantly from these two approved design principles. This departure from policy loses the visual clarity of the scheme massing.

3.3 In addition, the proposed 29-34 storey tower on White Hart Lane is near to a number of heritage assets and is likely to cause significant negative impact to the Conservation Area and the setting of several listed buildings within it including the Station Masters Cottage (locally listed) and the Grange (Grade II listed). It is a significant departure from policy with detrimental impact to heritage assets and existing character of the area.

3.4 The HRWMF proposed retail and commercial uses to reactivate the railway arches. This is not included in the proposed scheme and is a disappointing departure from agreed policy, missing an opportunity to create unique character and identity and bring heritage assets back into reuse.

3.5 The approach to heritage in the proposed scheme departs from policy and the scheme should be assessed against the approved design principles with regard to impact on White Hart Lane Conservation area and listed buildings, in particular with regard to heights, massing and overshadowing.

4. Phasing

4.1 The Sub-Committee report notes the indicative phasing in Figure 2/ Table 02 (pages 18 and 19 respectively). The overall logic taken appears sound however it is disappointing to note that Moselle Square is include in Phase 3, which runs from 2024-2032.

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4.2 Without further detail and assurance there is a real possibility that a significant proportion of development will be brought forward ahead of any major public realm delivery and that the Moselle Square may not be complete until after 8 years of development is undertaken. This approach misses a significant opportunity to create a sense of place – to link White Hart Lane Station with the High Road and provide wider public amenity. In many major regeneration scheme it is the public realm that is brought forward first ahead of built form in order to create the destination and sense of place.

4.3 It is therefore suggested that the phasing is adjusted to bring forward delivery of Moselle Square into the earlier stages of Phase 2.

5. In conclusion

5.1 The ambition and commitment to communities and place that is embodied in the HRWMF and TAAP is lost in the current proposal. In my view, the application as it stands will not deliver the Council's aspirations for High Road West. It misses the opportunity to deliver good placemaking through truly mixed-use development appropriate to the proposed scale of homes and is unlikely to deliver good growth for North Tottenham. It is not aligned with the vision for a "vibrant, attractive, and sustainable neighbourhood and a new sport and leisure destination for North Tottenham".