

Planning Sub Committee

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/0441

**Ward:** Northumberland Park

**Address:** Nos. 807 High Road, N17 8ER.

**Proposal** - Full planning application 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

**Applicant:** Tottenham Hotspur Football Club (THFC).

**Ownership:** Private

**Case Officer Contact:** Graham Harrington

**Site Visit Date:** 28 March 2021.

**Date received:** 10 February 2021. **Last amended:** 06 April 2021.

**Plans and Documents:** See **Appendix 2** to this report.

1.1 The application has been referred to the Planning Sub-committee for decision as it is a major application that is also subject to a s106 agreement.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The revised proposal would satisfactorily address the reason for refusal for the earlier application (HGY/2020/1361) by (i) improving the quality, safety and accessibility of the development by including additional external lighting and an area of improved paving to Percival Court and by providing a more accessible and more dignified direct entrance from the proposed car parking space to an internal entrance hall and (ii) securing an accessible and appropriate waste and recycling collection solution that would safeguard the character and appearance of the North Tottenham Conservation Area and the vitality and viability of the Tottenham High Road Local Shopping Centre and keep open the option of collecting from the Percival Court in the future once the relevant phase of the High Road West Masterplan development comes forward;
- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;

- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;
- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network to help reduce carbon emissions.

## 2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informative and signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below .
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than **31 July 2021** or within such extended time as the Head of Development Management or the Assistant Director shall in her/his sole discretion allow.
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

**Conditions Summary** – (the full text of recommended conditions is contained in Appendix 6 of this report).

- 1) 3-year time limit
- 2) Development to be in accordance with approved plans.
- 3) Contract for replacement building (Blocks A and B) before demolition of existing building
- 4) Accessible Housing
- 5) BREEAM Accreditation
- 6) Block A – Noise Attenuation 1
- 7) Blocks A & B – Noise Attenuation 2
- 8) Mechanical Plant Noise
- 9) Tree retention
- 10) Landscape Details
- 11) Opaque Glazing
- 12) Opaque Glazed Screen
- 13) External Materials and Details
- 14) No Plumbing on outside of buildings
- 15) No grills on outside of Block A
- 16) Secured by Design
- 17) Fire Statement
- 18) Updated Energy and Sustainability Statement
- 19) Overheating
- 20) MVHR
- 21) Land Contamination – Part 1
- 22) Land Contamination – Part 2
- 23) Unexpected Contamination
- 24) Archaeology 1
- 25) Archaeology 2
- 26) Cycle Parking Provision
- 27) Car Parking Provision
- 28) Delivery and Service Plan
- 29) Residential Waste Management Plan
- 30) Construction Logistics Plan
- 31) Demolition/Construction Environmental Management Plans
- 32) Impact Piling Method Statement
- 33) Business and Community Liaison
- 34) Telecommunications

**Informatives Summary** – (the full text of Informatives is contained in Appendix 6 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Heritage assets of archaeological interest

- 9) Written Scheme of Investigation – Suitably Qualified Person
- 10) Written Scheme of Investigation - Deemed Discharge Precluded
- 11) Composition of Written Scheme of Investigation
- 12) Disposal of Commercial Waste
- 13) Piling Method Statement Contact Details
- 14) Minimum Water Pressure
- 15) Paid Garden Waste Collection Services
- 16) Sprinkler Installation
- 17) Designing out Crime Officer Services
- 18) Land Ownership
- 19) Site Preparation Works
- 20) Tree works

### **Section 106 Heads of Terms:**

- 1) **Car Free:** No Residents Parking Permits for future residents (except Blue Badge) – financial contribution to meet TMO costs (£4,000);
- 2) **Car Club:** two years' free membership for one household in each residential unit and £50 (fifty pounds in credit) per year for the first 2 years; and an enhanced car club membership for the proposed family-sized 3-bed unit, including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.
- 3) **Affordable housing:** Financial contribution towards off-site provision if commercial unit on first floor of Block A is converted to residential use.
- 4) **Marketing and letting material** to potential purchasers/tenants of flats in No. 807 to highlight the existence and location of the pub beer garden.
- 5) **Energy:** (a) Submit a further revised Energy & Sustainability Statement for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years from the date of planning permission being granted, pay an additional Deferred Carbon Offset Contribution.
- 6) **Initial Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable upon commencement);
- 7) **Deferred Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable after 10 years, if no connection to DEN);
- 8) **Be Seen:** Commitment to uploading data to the GLA's Energy Monitoring platform.
- 9) **Employment & Skills Plan:** (a) Local Labour during construction, (b) Construction Apprenticeships and (c) Apprenticeship Support Contribution;

10) **Construction:** (a) Commitment to Considerate Contractors Scheme and (b) signing up to Construction Partnership.

11) **Monitoring:** Borough monitoring costs in accordance with para. 5.42 of the Planning Obligations SPD (approx. £5,200).

2.5 In the event that members choose to make a decision contrary to the officer recommendation (that being that the proposed development accords with the development plan overall), members will need to state their reasons.

### **Presumption in Favour of Sustainable Development (PFSD)**

2.6 In the event that members choose to make a different decision to that recommended it will be necessary to consider the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF). This is because the Council's delivery of housing over the last three years has been substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

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

- i. In the absence of legal agreement securing Traffic Management Order (TMO) amendments to prevent future residents from obtaining a parking permits, the proposals would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts. As such, the proposal would be contrary to London Plan Policies T4 and T6.1 Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.
- ii. In the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that the commercial unit in Block A is converted in to a dwelling, the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13, and Policy TH12.
- iii. In the absence of a legal agreement securing the implementation of a further revised Energy & Sustainability Statement, including connection to a DEN, and carbon offset payments, the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be

unsustainable and contrary to London Plan Policy SI 3 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

- iv. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies SI 1 and SI 3, Policy SP11 and Policy DM1.
- 2.8 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
  - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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## **APPENDICES:**

- Appendix 1: Report to PSC on 12 October 2020 (as updated by the Addendum Report)
- Appendix 2: Plans and Documents List
- Appendix 3: Internal and External Consultee representations
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- Appendix 5: Images of the site and proposed scheme
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### **3.0 BACKGROUND**

- 3.1 The Planning Sub-Committee considered a similar application for this site at its meeting on 12 October 2020 (HGY/2020/1361). The application was recommended for approval, but following consideration, the Committee resolved to refuse planning permission for the following reason:

*The proposed development, by way of its access arrangements for future residents; in particular wheelchair users, and its refuse collection arrangements, would fail to provide a high quality, safe and accessible environment for future occupiers, nor provide for accessible and appropriate waste and recycling collection. This would result in an unacceptable quality of housing and an unacceptable detrimental effect on the amenities of the area and be contrary to policy SP2 of the Haringey Strategic Policies (March 2013) and policies DM1, DM2, DM4 and DM33 of the Haringey Development Management DPD (July 2017) and policy 7.2 of the London Plan (March 2016).*

- 3.2 This application seeks to address the reason for refusal with an amended proposal as set out in detail below.
- 3.3 The applicant has also appealed against this decision (APP/Y5420/W/21/3268414) if this application is approved the applicant has indicated they will withdraw the appeal.

### **4.0 PROPOSED DEVELOPMENT**

#### **Proposed Revised Development**

- 4.1 This revised planning application is largely the same as the application that was refused planning permission and as set out in Section 3 of the 12 October 2020 Planning Sub Committee (PSC) report (Appendix 1). However, the proposed scheme has been revised to address the Council's reasons for refusal and take account of changes to the Use Classes Order (1987). The differences between the current application and the refused application can be summarised as follows:
- Upgrading the road surface treatment of the part of Percival Court within the ownership of the applicant by replacing the existing tarmac/concrete surface with brick pavements;
  - Additional external lighting on the Percival Court frontage of Block B;
  - The re-positioning of the proposed car parking space and 1.2m transfer zone within the integral garage and the introduction of an additional point of access from the space to the internal corridor – to provide direct access into the internal circulation areas of the proposed housing and avoid the need for a wheelchair user to leave and then re-enter the building;

- The inclusion of an Electric Vehicle Charging Point for the proposed car parking space;
- Removal of one set of doors between the proposed bin store and cycle storage area and the covered yard;
- Minor changes to the proposed High Road shopfront and residential entrance door; and
- The formal description of development reflects changes to the Use Classes Order (1987), introduced in September 2020.

## **Site and Surroundings**

- 4.2 The site is 'L' shaped and wraps around the rear of Nos. 808-811 High Road. It has frontages on both the High Road and Percival Court, which runs off from the High Road to the north. The High Road frontage building is three-storey (the third storey being in the roof slope) and two-storey buildings front Percival Court.
- 4.3 Percival Court is a narrow private shared surface access road that provides vehicular access to the site and car parking areas to the north and west and pedestrian access to homes on the upper floors of No. 813 High Road. To the rear (west) is the Peacock Industrial Estate, accessed from White Hart Lane.
- 4.4 The ground floor of the linked buildings is currently used on an ad hoc basis by THFC for training purposes for match day staff and storage. The upper floors of the buildings are vacant. It is understood that the ground floor was previously a night club and the upper floors were originally residential.
- 4.5 The site is within Tottenham North Conservation Area. The existing buildings are not listed (either statutorily or locally) and the frontage building is identified as making a neutral contribution to the character and appearance of the area. Nos. 809-811 to the north (a take-away on the ground floor and housing above) and Nos. 803-805 (The Bricklayers Arms pub on the ground floor and housing above) to the south are locally listed buildings.
- 4.6 Immediately opposite the site on the east side of the High Road is Northumberland Terrace, a terrace of mainly listed Georgian buildings.
- 4.7 The site is in Flood Zone 1 but borders Flood Zone 2, is within the Tottenham North Controlled Parking Zone and Tottenham Event Day CPZ and has a PTAL of 5. It has the following development plan designations:
- North Tottenham Growth Area;
  - Site Allocation 'NT5' (High Road West), proposed for major mixed-use development;
  - The Tottenham High Road Local Shopping Centre;
  - North Tottenham Conservation Area (High Road West).
  - An Archaeological Priority Area; and

- A Critical Drainage Area.

4.8 There has been a material change to the surroundings that are set out in the 12 October 2020 committee report (Appendix 1), in that the Licence for the Bricklayers Arms pub has been amended to allow for different opening hours. The current opening hours are discussed under Impact on Amenity of Future Residents and Adjoining Occupiers below.

### **Relevant Planning and Enforcement History**

4.9 Material changes in the planning history of the site since that set out in the 12 October 2020 committee report (Appendix 1) is set out below.

#### No. 807 High Road

4.10 HGY/2020/1361: planning permission refused for a very similar proposed development in October 2020 (See Section 3 for full reason for refusal).

#### Nos.803-805 (Bricklayers Arms)

4.11 HGY/2020/3142: approval of details pursuant to condition 3 (provision of refuse and cycle storage) in relation to the above permission.

#### Northumberland Terrace (opposite)

4.12 HGY/2020/1584 and 1586: in October 2020, PSC resolved to grant planning permission (and Listed Building Consent as necessary) for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road.

### **Consultation and Community Involvement**

4.13 The pre-application consultation by the applicant, consideration of Haringey's Quality Review Panel and presentation to the PSC are as set out in Section 3 of the 12 October 2020 committee report (Appendix 1).

## **5.0 CONSULTATION & RESPONSES**

5.1 The following were consulted regarding the applications:

#### Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design

- LBH Drainage
- LBH Economic Development
- LBH Environmental Health/Pollution
- LBH Health in all Policies
- LBH Housing
- LBH Licensing
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

#### External Consultees

- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Tottenham CAAC
- Tottenham Civic Society
- Transport for London

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

Internal:

**Carbon Management** – Officers recommended that a condition requires the submission and approval of an updated Statement before the commencement of development. Subject to this, other proposed conditions and S106 planning obligations to facilitate connection to the proposed DEN and initial and deferred carbon offset contributions and conditions on other matters, there are no objections.

**Conservation Officer** – The proposed scheme would replace an undesignated building dating from the late 1940s and would improve this part of the North Tottenham Conservation Area through good design and a better use of its spaces. The proposed scheme is respectful of its neighbours and wider context and would provide a well-proportioned contemporary reinterpretation of a classical townhouse characterised by symmetry, well-detailed windows and an elegant shopfront to ground floor. The proposed development to the rear is more markedly contemporary and includes a well-integrated landscape design. Detailed design to include façade treatment, windows detailing and materials,

especially in relation to the building fronting the High Road are fundamental to ensure a seamless insertion of the new buildings within the existing townscape. The proposed development is fully supported.

**Design Officer** – The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront to the High Road and appropriate more private frontage to the Percival Court mews street. Above there will be decent quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. Conditions should ensure high quality brickwork and roof covering as well as sound detailing to the shopfront, windows (especially cills and lintels), parapet and gable.

**Drainage** – No objections

**Economic Development** – In support – it would be a positive investment into the High Road.

**Licensing** – No comments.

**Pollution** – No objection, subject to conditions and an informative.

**Public Health** – Overall, this is potentially a good development with open space and private amenity space for the occupants. Shared cycle space should be reviewed.

**Transportation** – No objection subject to proposed conditions in relation to cycle parking, Delivery and Servicing Plan and Construction Management Plan and S106 obligations in relation to car-capped development and car club membership.

**Tree Officer** – The tree (in pub garden at Nos. 803-805) is of limited value, having been subject to poor management previously. If the tree was retained and permission was granted for the new development, it would require pruning on an annual basis. In my opinion, it would be more appropriate to remove it and plant a more suitable species further away from the wall.

**Waste Management** – The best option from a solely waste storage/collection perspective, and our default position for communal waste collections, would be Option 3 (large enclosed bin store off of the highway and within the High Road frontage). However, it is recognised that other objectives need to be considered

and, given the particular circumstances of this case, the Team understand the reasons for our default position not being accommodated in this instance. In consideration of this, the Team have identified option 2 as having the least impact of the development's waste being presented on the street. This is subject to an approved Residential Waste Management Plan ensuring that bins would only be on the High Road footway, close to the existing service bay for the minimum reasonable time possible on the day of collection.

External:

**Historic England** – HE has resubmitted its comments on the earlier application. Initial comments refer to the existing building being of some merit and raise concern that there were insufficiently detailed elevations for the proposed High Road frontage building to consider the merits of the proposed replacement. Following the submission of further details, Historic England continue to consider that more work could be done to better respond to the history of the site, but raise no objections to the application (although it queries the use of different red brick for the gauged arches and recommends the use of a lighter main brick).

**Historic England – Archaeological Service (GLAAS)** – The site is likely to include heritage assets of archaeological significance (The Horns, a roadside inn with very early roots and possible royal connections). Preference for archaeological investigation prior to determination. N.B Further comments on earlier application made clear that if the LPA strongly wishes to grant permission in advance of archaeological investigation, two detailed conditions are recommended (Written Scheme of Investigation prior to demolition and foundation design).

**London Fire Brigade** – (1) The London Fire Commissioner is satisfied with the proposals for firefighting access.

**Metropolitan Police (Designing Out Crime Officer)** – The DOCO has met with the design team. No objection, subject to conditions. In terms of the revised scheme, there is support for the proposed lighting, but a number of detailed internal issues need addressing.

**Thames Water** – (1) Developer should follow the sequential approach to the disposal of surface water. Approval is required before discharging to any sewer; (2) Request a planning condition reserving details of any piling works – in order to safeguard sewer; (3) No objection in terms of waste water or sewage treatment works infrastructure capacity; and (4) Request for informative in relation to water pressure.

**Transport for London** – (1) All cycle parking should be designed in line with London Cycling Design Standards – cyclist should not have to navigate more

than two doors to access internal cycle storage area (2) All short cycle parking should be provided on site (3). Query where hearses would be stored. (4) Welcomes proposed consolidation of deliveries during construction & recommends a booking system or use of a holding area. (5) A Construction Logistics Plan should be secured by condition & TfL should be consulted. (6). Queries if use class would be restricted by a condition.

## 6 LOCAL REPRESENTATIONS

6.1 On 11 February 2021, notification was sent to the following:

- 218 Letters to neighbouring properties
- 2 Letters to Haringey-based organisations (as noted above)

6.2 A Press Advertisement was placed in the Enfield Independent on 17 February 2021 advertising:

- Major application affecting a conservation area and Listed Buildings

6.3 On 19 February, one site notice erected in the vicinity of the site, publicising:

- Planning application
- Development affecting the setting of the North Tottenham Conservation Area and Listed Buildings

6.4 The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:

No of individual responses: 3  
Objecting: 1 individual.  
Supporting: 1 individual.

Ward Cllr: A comment was received from Cllr Bevan.

6.5 The full text of neighbour representations and the officer response are set out in Appendix 4.

6.6 The main issues raised in representations are summarised below.

Objections:

- The owners of the Nos. 803-805 High Road (Bricklayer's Arms) are concerned that flats would be built immediately next to a pub beer garden that would have balconies and that this may lead to restrictions on use of the beer garden in the evenings. In January 2021 the owners agreed a new License with the Council for the garden and a servery to be able to trade until 10pm on every night of the week (with the current License in respect of internal areas allowing for use until 1.00am all days of the week). They also object to the impact that the proposal would have on daylight to residential windows on the upper floors of Nos. 803-805 High Road.

Support:

- This looks like a well put together and considered scheme.

Other:

- Cllr Bevan requests input from the Conservation Officer and implementation of their recommendations (in relation to proposed height in particular).

## **7.0 ASSESSMENT OF REVISIONS TO PROPOSED DEVELOPMENT**

### **Overview**

- 7.1 The proposed application seeks to address the previous reason for refusal through an amended ground floor layout and improvements to Percival Court (paving and external lighting). Therefore, the assessment of the proposal considers the proposed revised development scheme and whether it addresses the previous reason for refusal and changes to the policy background. Several issues were assessed in the previous report and addendum report to committee of 12 October 2020 and that assessment remains the same as in Section 6 of those reports, although policy references have been updated.

### **Principle of Development**

- 7.2 There have been two material changes in the planning policy context since the earlier application was considered by the PSC on 12 October 2020.
- 7.3 *Policy Background.* The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result Haringey Local Planning Authority is now a “presumption authority” and paragraph 11d of the NPPF is relevant. The Council’s delivery of housing over the last three years is substantially below its housing target and so paragraph 11d of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development has been found to be in accordance with development plan policies and, therefore, consideration of para. 11(d) is not required in this instance (but would be if the application were to be refused).
- 7.4 *The Development Plan.* The Mayor of London published the new London Plan on 2 March 2021. This means that for the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004, the development plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2021). Officers have taken full account of this and the adopted London Plan policies when assessing this application and have updated all references to London Plan policies referred to in the PSC report on 12 October 2020 (Appendix 1) where relevant.

## **Policy Assessment**

- 7.5 *Policy update.* Published London Plan Policy H1 and Table 4.1 set the same 10-year housing target for Haringey as Intend to Publish London Plan Policy H1 that was referred to in the report to PSC on 12 October 2020 (i.e. 19,580 homes between 2019/20 and 2028/29).

## **Development Design**

- 7.6 *Policy updates.* Published London Plan Policies D6 (Housing quality and standards), D1 (London's form, character and capacity for growth) and D4 (Delivering good design) replace former London Plan Policies 3.5, 7.4 and 7.6 referred to in the report to PSC on 12 October 2020 (Appendix 1), but the policy objectives have not changed. Published London Plan Policies D3 (optimising site capacity through the design-led approach) and D12 (Fire safety) are the same as Policies D3 and D12 in the Intend to Publish London Plan that were also referred to in the October 2020 officer report. Published London Plan Policy D5 (Inclusive design) and Local Plan Policies SP2 (Housing) and DM2 (Accessible and Safe Environments) call for development proposals to provide accessible housing and achieve the highest standards of accessible and inclusive design and have regard to the principles set out in 'Secured by Design.'
- 7.7 *Percival Court surface treatment.* Percival Court is a private road, with the part immediately in front of proposed Block B being owned by the applicant. It is generally in a poor state of repair, comprising uneven and pot-holed tarmac. In response to the refusal of planning permission, the current application includes the provision of new block pavers to a circa 3m wide strip of Percival Court in front of the proposed entrance and integral garage of Block B and triangular area extending out to approx. 3m by the proposed vehicular access to the covered yard. This would improve the quality of the surface of Percival Court over part of its length and improve the sense of arrival at the proposed residential entrance. Officers welcome the proposed paving, which would improve the surface treatment of the Court immediately in front of the proposed development and improve the sense of arrival for future residents. It is recommended that details are secured by a planning condition.
- 7.8 *Accessibility.* To address the previous reason for refusal, the layout of the integral garage has been amended from the earlier application. The location of the parking space itself has been moved to the eastern side of the garage, thus allowing for a 'transfer zone' to be incorporated on the western side of the space and the inclusion of a door from the space in to the internal entrance hall. This would enable a driver who is a wheelchair user (if entering in forward gear) or a wheelchair user passenger to transfer into their chair and enter the entrance hall without having to exit the garage and then enter the building via the residential

entrance on Percival Court. The applicant has also confirmed that the various doors along the ground floor residential corridor areas, which are required to meet Building Regulations, would include an automatic/push button opening mechanism or alternative solution to ensure that they are accessible for wheelchair users.

- 7.9 As in the earlier application the proposed ground floor commercial unit on the High Road would have a level threshold with the back of footway and short internal ramps to negotiate a change in levels within the unit itself. This would be a significant improvement on the existing ground floor, which includes a high step formed by a raised concrete slab.
- 7.10 *Safety and lighting.* The earlier refused application had been subject of consultation with the Met Police's Designing Out Crime Officer (DCCO), who raised no objections, subject to a planning condition securing Secured by Design accreditation. In response to the refusal of planning permission, the current application includes five additional external lights mounted on the outside of Block B just below first floor window level and one light next to the entrance door, below the proposed canopy. The DCCO has welcomed the proposed external lighting, but raised a number of detailed concerns that can be addressed by the recommended Secure by Design condition. Officers welcome the proposed external lighting which would create a more welcoming and safer environment for future residents who choose to enter or leave their homes via the proposed entrance to Block B. It is recommended that details are secured by a planning condition.
- 7.11 The eastern part of Percival Court is currently overlooked by residential windows on the upper floors of Nos. 809 and 811 High Road. The flats above No. 811 are also accessed from an entrance door off of Percival Court. The proposed development would introduce additional overlooking to the central part of the Court. It should be noted that whilst pedestrians, including wheelchair users, could gain access to Block B from Percival Court, the proposed front and rear residential cores are linked internally by an accessible route, enabling people who live in Block B to access their home from the proposed High Road residential entrance. Indeed, the applicant anticipates that, prior to future phases of the High Road West Masterplan coming forward, this entrance would be the principal access for homes in Block B.
- 7.12 *Shopfront.* Whilst not stated as a reason for refusal, there was a comment from a committee member regarding the proposed shop front of 807 in proportion to its immediate neighbours on both sides. The applicant has amended the scheme to raise the height of and reduce the depth of the proposed fascia signboard to improve its relationship to the neighbouring shopfronts. This has led to minor increase in height of the top glazing panel to the proposed shopfront and residential entrance door. Officers welcome these changes.

- 7.13 *Covered Yard*. Following comments from TfL, one set of doors between the proposed covered yard and the proposed bin storage and residential corridor/cycle stand has been removed so that cyclists using this route would not need to navigate more than two sets of doors to get to and from the proposed cycle storage area. This would also make it easier to move bins to and from the proposed bin storage area and the High Road or, in the future, a new service route to the west of the site when the relevant phase of the wider High Road West development is built.
- 7.14 Officers are satisfied that, subject to the recommended planning conditions reserving details of external materials, shopfront/shutter, cill, lintel, gable details, paving materials and lighting, the proposed development would represent a high quality and sensitive development in this part of the Conservation Area that would provide a safe and accessible environment for future occupiers and the previous reason for refusal has been overcome.

### **Waste and Recycling**

- 7.15 *Policy update*. Published London Plan Policy SI 8 (Waste capacity and net waste self-sufficiency) continues the Mayor's commitment to reducing waste and facilitating a step change in the way in which waste is managed that was in the previous London Plan Policy 5.16 (referred to in the report to PSC on 12 October 2020 (Appendix 1)). Local Plan Policy DM4 (Provision and Design of Waste Management Facilities) calls for adequate on-site provision for general waste, recyclable materials and organic material in accessible and safe storage facilities, both for occupiers and collective operatives.
- 7.16 The earlier application proposed a centrally placed bin store in the covered yard area to accommodate 10 x 360L Wheelie Bins (7 for general waste and 3 for recycling) and 1 x 140L Wheelie Bin for food waste. The bin store was within 30m horizontal distance of homes in Blocks A and B and proposed storage and collection arrangements were based on future residents taking their refuse and recyclables to this area and a Residential Waste Management Plan (secured by condition) requiring a third-party to take out refuse/recycling sacks to the High Road frontage, for collection by the Council's waste collection service using the existing 'Flats above Shops' scheme. Members considered this arrangement unacceptable and it was one of the reasons why the earlier application was refused.
- 7.17 The current application is based on the same proposed storage arrangements (i.e. a centrally located bin store), although one set of doors between the proposed bin store and the covered yard have been removed – which would make it easier to move bins on to the Percival Court frontage should this be the preferred collection point in the future. Planning officers have liaised with officers in the Waste Client Team and the applicant to identify more appropriate collection arrangement that takes account of the Council's drive to

reduce/remove bin sacks from being left on streets – something that is unsightly, can provide an obstacle to pedestrians and results in leakages/stains on the footway. This has included considering the four options identified in Table 1 below.

Table 1: Waste storage and collection arrangements

Option	Pros & Cons
<p>1. Application scheme – 1 x centrally located store, with sacks being taken to High Road by third party for collection</p>	<p>Pros</p> <ul style="list-style-type: none"> <li>- Retains car parking space for proposed wheelchair accessible home</li> <li>- Store within 30m horizontal distance of all homes</li> <li>- Percival Court store could be serviced from the west in the future (when the relevant phase of the wider High Road West site is developed)</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>- Sacks on street for a limited period</li> </ul>
<p>2. Variation of current application scheme – 1 x centrally located store, with Wheelie Bins being taken to High Road by third party for collection</p>	<p>Pros</p> <ul style="list-style-type: none"> <li>- Retains car parking space for proposed wheelchair accessible home</li> <li>- Store within 30m horizontal distance of all homes</li> <li>- Centrally located store could be serviced from the west in the future (when the relevant phase of the wider High Road West site is developed)</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>- Wheelie Bins on street, within an identified holding area, for a limited period</li> </ul>
<p>3. Alternative Option 02 – 1 x large store on High Road frontage</p>	<p>Pros</p> <ul style="list-style-type: none"> <li>- Allows for direct weekly collection of Wheelie Bins by Veolia staff, via the loading bay if possible or from kerb (if loading bay is unavailable)</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>- Homes in Block B would be more than 30m horizontal distance away from store</li> <li>- Approx. 30% of High Road frontage would be taken up by the store</li> <li>- Does not lend itself to being serviced from the west in the future (when the wider High Road West site is developed)</li> <li>- 'Dead frontage' affecting the viability &amp; vitality of the proposed shop and the Tottenham High Road Local Shopping Centre</li> <li>- Unattractive frontage that would harm the character and appearance of this part of the North Tottenham Conservation Area.</li> </ul>

Option	Pros & Cons
4. Alternative Option 03 1 x smaller store on High Road frontage & 1 x store on Percival Court frontage	<p>Pros</p> <ul style="list-style-type: none"> <li>- Allows for direct collection of Wheelie Bins serving homes in Block A by Veolia staff only, via the loading bay on the High Road if possible or from kerb (if loading bay is unavailable).</li> <li>- Stores within 30m horizontal distance of all homes</li> <li>- Percival Court store could be serviced from the west in the future (when the relevant phase of the wider High Road West site is developed)</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>- Sacks/or Wheelie Bins from the Block B would still need to be presented to the High Road frontage for collection (with a carry distance of approx. 75m).</li> <li>- Approx. 20% of High Road frontage would be taken up by a store</li> <li>- High Road storage is not large enough for weekly collections (so a second collection would be needed, with no established mechanism for recovering these additional costs)</li> <li>- 'Dead frontage' affecting the viability &amp; vitality of the proposed shop and the Tottenham High Road Local Shopping Centre</li> <li>- Unattractive frontage that would harm the character and appearance of this part of the North Tottenham Conservation Area.</li> </ul>

7.18 There is no option that provides direct collection of general waste, recyclables and food waste from the High Road, therefore keeping sacks/bins off the street at all times, that is acceptable to the applicant and would not harm the viability and vitality of the proposed shop/Local Centre or the character and appearance of the Conservation Area. Currently, the flats-above-shops scheme would collect waste here between 9.00am and 11.00am on the day of collection, so allowing for an hour either side, this should mean that bins would only be on the footway between 8.00am and 12.00 noon one day a week. The applicant has identified an area of the footway outside of No.807 (the application site) and next to the existing service bay. This would retain a clear footway width of approx. 3.5m, so should not cause an obstacle to pedestrians.

7.19 Taking account of the above, the statutory duty to pay special attention to preserving or enhancing the character or appearance of conservation areas and the importance of safeguarding the vitality and viability of the Local Centre, officers consider that, subject to the recommended planning condition, Option 2 is the best option and, subject to securing a Residential Waste Management

Plan, would provide accessible and appropriate waste and recycling collection arrangements that satisfactorily address the reason for refusal of the earlier application for the site. Officers recommend a more detailed Residential Waste Management Plan than the one recommended in relation to the earlier application) which ensures the following:

- A third party would be responsible for taking out Wheelie Bins or Euro Bins (keeping options open) to the High Road frontage to an identified holding area next to the existing loading bay;
- Bins would be taken out on the morning of collection (so not left out overnight) and taken back in to the store within a specified time after collection; and
- These arrangements would be reviewed once the relevant phase of the wider High Road West development has been developed, with the objective of switching collection from Percival Court or a new street to the west, if possible.

7.20 Proposed arrangements for commercial waste would be as previously proposed in the earlier application, including a store within the proposed covered yard to the shop, with commercial tenants to arrange their own waste collection.

7.21 Proposed arrangements for construction waste would be as previously proposed – with the submitted Site Waste Management Plan (SWMP) setting out a framework for future SWMP a plan and describing the measures to be implemented to ensure that the development is acceptable in terms of managing waste during the demolition and construction phases. It is recommended that a detailed plan to maximise the re-use and recycling of waste is secured by planning condition.

## **Transportation and Parking**

7.22 Policy updates. Published London Plan Policy T1 (Strategic approach to transport) continues to support development that generates high levels of trips at locations with high levels of public transport accessibility and encourages shifts to more sustainable modes and promotes walking by ensuring an improved urban realm (effectively replacing Policy 6.1 in the previous London Plan, as referred to in the report to PSC on 12 October 2020 (Appendix 1)). Similarly, Published London Plan Policies T2 (Healthy Streets), T5 (Cycling) and T6 (Car parking) replace previous London Plan Policies 6.9, 6.1 and 6.13 and former Intend to Publish London Plan Policy T5. In doing so, they continue to promote walking and cycling and require 16 long-stay cycle parking spaces and 2 short-stay visitor spaces are proposed, together with 6 long/short-stay commercial parking spaces.

- 7.23 As outlined under Development Design, the layout of the proposed integral garage is different from that included in the earlier application and includes a 1.2m transfer zone and doorway that enables direct access for a wheelchair user from the car parking space and the internal entrance area. The applicant has submitted swept path analysis to demonstrate that it is possible for cars to satisfactorily access and exit the space in both forward gear and reverse. This means that a wheelchair user who is either the driver or front passenger in a car could take advantage of the proposed transfer zone and direct access to the building.
- 7.24 The inclusion of an Electric Vehicle Charging Point for the proposed car parking space is welcomed and it is recommended that this is secured by condition.
- 7.25 The removal of one set of doors between the proposed cycle storage area and the covered yard, as suggested by TfL, is welcome.
- 7.26 Given the essentially 'car free' nature of the proposal, it is recommended that a planning obligation secures free membership for one household in each residential unit and £50 (fifty pounds in credit) per year for the first 2 years; and an enhanced car club membership for the proposed family-sized 3-bed unit, including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years. This is an additional Heads of Terms from what was recommended previously, in respect of the earlier application.

### **Housing mix and residential quality**

- 7.27 *Policy updates.* Published London Plan Policies D4 (Delivering good design) and D6 (Housing quality and standards) are the same as Policies D4 and D6 in the Intend to Publish London Plan that are referred to in the report to PSC on 12 October 2020 (Appendix 1). Local Plan Policies SP2 (Housing) calls for development proposals to provide accessible housing.
- 7.28 As previously proposed, Flat 8 (2-bed 3-person) on the third floor of Block B would be a lift-served 'wheelchair user dwelling' that would have access to a disabled parking space in an integrated garage accessed from Percival Court and all other homes would be built to be 'accessible and adaptable dwellings.' However, the changes discussed under Design Development and Transportation and Parking above, would result in a more inclusive development by allowing for a direct, more dignified route to and from the car parking space and the persons' home. As such, they are welcomed.

### **Heritage Conservation**

- 7.29 *Policy update.* Published London Plan Policy HC1 (Heritage conservation and growth) is the same as Policy HC1 in the Intend to Publish London Plan that is referred to in the report to PSC on 12 October 2020 (Appendix 1).

- 7.30 The proposed minor changes to the proposed High Road shopfront and residential entrance door and paving of a small area of Percival Court are welcome and the proposed external lighting should not harm the character and appearance of the Conservation Area or locally Listed Building at Nos. 809-811. Consequently, the assessment of the current application against the Council's legal duties and development plan policies remain as set out in the officer report to PSC on 12 October 2020 (Appendix 1).

### **Impact on Amenity of Future Residents and Adjoining Occupiers**

#### *Relationship with Nos. 803-805 High Road (Bricklayers Arms)*

- 7.31 For the avoidance of doubt, the revised application scheme does not include windows in the southern flank wall of Block B, where it abuts the Bricklayers Arms pub garden. Such windows were included in the earlier application as originally submitted, but were omitted from the earlier scheme in the run up to it being considered by the PSC on 12 October 2020. Otherwise, the proposed scheme is as described in the officer report to PSC on 12 October 2020 (Appendix 1).

#### *Overlooking/privacy and Daylight/Sunlight Assessment*

- 7.32 The assessment of overlooking/privacy daylight and sunlight impacts on existing neighbouring homes (including Nos. 803-805 High Road) remain as set out in the officer report to PSC on 12 October 2020 (Appendix 1).

#### *Noise*

- 7.33 The site is next to the Bricklayers Arms pub, which has a rear beer garden. Proposed Flats 4, 7 and 9 in Block B would be located adjacent to the garden and could suffer from noise, including when THFC fans gather to watch screened games. London Plan Policy D12 (Agent of Change) puts the onus on applicants to demonstrate that their proposed development is designed to take account of existing uses, so that it does not threaten established businesses. The licensing situation for the Bricklayers Arms has changed since the Committee considered the earlier proposal. The current License (as varied in January 2021) allows for the pub garden to be used up until 10.00pm (Monday to Sunday) and the internal bar and other areas up to 01.30am.
- 7.34 The submitted Noise Impact Assessment reports on a noise survey undertaken during a screening of a THFC European cup match and concludes that the proposed buildings would need to incorporate double-glazed windows, together with secondary glazing panels, 100mm inside the double-glazed units, which could be designed to slide away when not required. It is recommended that details of such measures are secured by way of a planning condition. In addition, it is recommended that a planning obligation also requires that marketing and

letting material to potential purchasers/tenants of flats in No. 807 to highlight the existence and location of the pub beer garden.

### *External lighting*

- 7.35 The location of the proposed additional external lighting on the Percival Court frontage of Block B means that it should not adversely affect the amenity of occupiers of existing homes above No. 809 High Road or No. 813 High Road. As discussed above, officers consider the proposed external lighting to be acceptable, subject to the prior approval of details, which is recommended to be secured by a planning condition.

### *Amenity Impacts – Summary*

- 7.36 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that, subject to the recommended planning conditions, the level of amenity that would continue to be enjoyed by existing neighbouring residents (in terms of overlooking/privacy, daylight and sunlight impacts and external lighting) is acceptable, given the benefits that the proposed scheme would deliver. In addition, officers are satisfied that, subject to the recommended planning conditions and obligation, the proposed new housing on the site has been designed to take account of the Bricklayers Arms and its pub garden and that it should provide acceptable new housing that would not threaten this established business.

### **Other matters**

- 7.37 *Policy updates – other topics.* For completeness, set out below are updates on London Plan published policies for those topics where no relevant changes to the earlier application have been made and where the officer's assessment in the report and addendum report to committee of 12 October 2020 is unchanged:

- Energy, Climate Change and Sustainability. Former adopted London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11 have been replaced by published London Plan Policies SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure) and SI 4 (Managing heat risk). These continue and strengthen the approach to climate change and require developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- Flood Risk, Drainage and Water Infrastructure. Former London Plan Policies 5.12, 5.13 and 5.14 have been replaced by published London Plan Policies SI 5 (Water infrastructure), SI 12 (Flood risk management) and SI 13 (Sustainable drainage) and continue to call for development to utilise

Sustainable Urban Drainage Systems (SUDS) and ensure adequate wastewater infrastructure capacity is available.

- Ecology. Former adopted London Plan Policy 7.19 has been replaced by published London Plan Policy G6 (Biodiversity and access to nature) which continues to indicate that whenever possible development should make a positive contribution to the protection enhancement creation and management of biodiversity.
- Archaeology. Former London Policy 7.8 has been replaced by published London Plan Policy HC1 (Heritage conservation and growth) which continues to state that development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve a site's archaeology.

- 7.38 Following discussion at the PSC on 12 October, when the officer recommendation on the earlier application had been to allow for a 4-year life, officers are recommending that the life on any planning permission be limited to the standard 3-years.
- 7.39 The opportunity has been taken to make a number of minor improvements to the wording of some of the recommended conditions in Appendix 6 and a number of reasons for the recommended conditions have been updated to reflect the publication of the new London Plan.

### **Equalities**

- 7.40 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.
- 7.41 The proposed development provides a range of socio-economic and regeneration outcomes for the Tottenham area including additional housing, which would add to Haringey's stock of market homes and a retail use within the North Tottenham Local Centre.
- 7.42 An employment and skills plan, recommended to be secured by a S106 obligation, would ensure a target percentage of local labour is utilised during construction. This would benefit priority groups that experience difficulties in accessing employment. Assistance would also be provided for local tenders and employment skills and training. A financial contribution regarding apprenticeships is also recommended to be secured by a S106 obligation, as per the Heads of Terms above.

7.43 The proposed development would add to the stock of wheelchair accessible and adaptable dwellings in the locality in accordance with London Plan and local planning policy requirements. The revised application would provide a safer and more accessible environment than proposed in the earlier application.

### **Conclusion**

7.44 In conclusion:

- The revised proposal would satisfactorily address the reason for refusal for the earlier application (HGY/2020/1361) by (i) improving the quality, safety and accessibility of the development by including additional external lighting and an area of improved paving to Percival Court and by providing a more accessible and more dignified direct entrance from the proposed car parking space to an internal entrance hall and (ii) securing an accessible and appropriate waste and recycling collection solution that would safeguard the character and appearance of the North Tottenham Conservation Area and the vitality and viability of the Tottenham High Road Local Shopping Centre and keep open the option of collecting from the Percival Court in the future once the relevant phase of the High Road West Masterplan development comes forward;
- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;
- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;
- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network too help reduce carbon emissions.

## **8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

8.1 Based on the information given on the plans, the estimated Mayoral CIL2 (£60 per square metre, £60.55 with indexation) would be £80,047 and (based on the

current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.90 with indexation) the estimated Haringey CIL charge would be £19,123, giving a total estimate of £99,170.

- 8.2 The CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge and advising the scheme is judged to be phased for CIL purposes.

## **9.0 RECOMMENDATION**

- 9.1 **It is recommended to Grant Permission as set out in section 2 above.**

Planning Sub Committee

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2020/1361

**Ward:** Northumberland Park

**Address:** Nos. 807 High Road, N17 8ER.

**Proposal** - Full planning application for the demolition of existing buildings and the erection of a replacement building up to four storeys to include residential (C3); retail (A1); and flexible D1/B1 uses; hard and soft landscaping works including a residential podium; and associated works.

**Applicant:** Tottenham Hotspur Football Club (THFC).

**Ownership:** Private

**Case Officer Contact:** Graham Harrington

**Site Visit Date:** 30 August 2020.

**Date received:** 11 June 2020. **Last amended:** 9 October 2020.

**Plans and Document:** See **Appendix 1** to this report.

1.1 The application has been referred to the Planning Sub-committee for decision as it is a major application that is also subject to a s106 agreement.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;
- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;

- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network too help reduce carbon emissions.

## 2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informative and signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than **31 January 2021** or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

**Conditions Summary** – (the full text of recommended conditions is contained in Appendix 7 of this report).

- 1) 4-year time limit
- 2) Development to be in accordance with approved plans.
- 3) Contract for replacement building (Blocks A and B) before demolition of existing building
- 4) Accessible Housing
- 5) BREEAM Accreditation
- 6) Block A – Noise Attenuation 1
- 7) Block A – Noise Attenuation 2

- 8) Mechanical Plant Noise
- 9) Tree retention
- 10) Landscape Details
- 11) Opaque Glazing
- 12) Opaque Glazed Screen
- 13) External Materials and Details
- 14) No Plumbing on outside of buildings
- 15) No grills on outside of Block A
- 16) Secured by Design
- 17) Fire Statement
- 18) Updated Energy and Sustainability Statement
- 19) Overheating
- 20) MVHR
- 21) Domestic boilers
- 22) Land Contamination – Part 1
- 23) Land Contamination – Part 2
- 24) Unexpected Contamination
- 25) Archaeology 1
- 26) Archaeology 2
- 27) Cycle Parking Provision
- 28) Delivery and Service Plan
- 29) Residential Waste Management Plan
- 30) Construction Logistics Plan
- 31) Demolition/Construction Environmental Management Plans
- 32) Impact Piling Method Statement
- 33) Business and Community Liaison
- 34) Telecommunications

**Informatives Summary** – (the full text of Informatives is contained in Appendix 7 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Heritage assets of archaeological interest
- 9) Written Scheme of Investigation – Suitably Qualified Person
- 10) Written Scheme of Investigation - Deemed Discharge Precluded
- 11) Composition of Written Scheme of Investigation
- 12) Disposal of Commercial Waste
- 13) Piling Method Statement Contact Details
- 14) Minimum Water Pressure
- 15) Paid Garden Waste Collection Services

- 16) Sprinkler Installation
- 17) Designing out Crime Officer Services
- 18) Land Ownership
- 19) Site Preparation Works
- 20) Tree works

**Section 106 Heads of Terms:**

- 1) **Car Free:** No Residents Parking Permits for future residents (except Blue Badge) – financial contribution to meet TMO costs (£4,000);
  - 2) **Affordable housing:** Financial contribution towards off-site provision if commercial unit on first floor of Black A is converted to residential use.
  - 3) **Energy:** (a) Submit a further revised Energy & Sustainability Statement for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years from the date of planning permission being granted, pay an additional Deferred Carbon Offset Contribution.
  - 4) **Initial Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable upon commencement);
  - 5) **Deferred Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable after 10 years, if no connection to DEN);
  - 6) **Be Seen:** Commitment to uploading data to the GLA's Energy Monitoring platform.
  - 7) **Employment & Skills Plan:** (a) Local Labour during construction, (b) Construction Apprenticeships and (c) Apprenticeship Support Contribution;
  - 8) **Construction:** (a) Commitment to Considerate Contractor's Scheme and (b) signing up to Construction Partnership.
  - 9) **Monitoring:** Borough monitoring costs in accordance with para. 5.42 of the Planning Obligations SPD (approx. £4,200).
- 2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:
- i. In the absence of legal agreement securing Traffic Management Order (TMO) amendments to prevent future residents from obtaining a parking permits, the proposals would have an unacceptable impact on the safe

operation of the highway network, and give rise to overspill parking impacts. As such, the proposal would be contrary to London Plan Policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

- ii. In the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that the commercial unit in Block A is converted in to a dwelling, the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13, and Policy TH12.
  - iii. In the absence of a legal agreement securing the implementation of a further revised Energy & Sustainability Statement, including connection to a DEN, and carbon offset payments, the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
  - iv. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies 5.3, 7.15, Policy SP11 and Policy DM1.
- 2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
  - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

## **CONTENTS**

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

### **APPENDICES:**

- Appendix 1: Plans and Documents List
- Appendix 2: Quality Review Panel Report 6 February 2019
- Appendix 3: Planning Sub-Committee Minutes 10 February 2020
- Appendix 4: Internal and External Consultee representations
- Appendix 5: Neighbour representations
- Appendix 6: Images of the site and proposed scheme
- Appendix 7: Conditions & Informatives

### **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1. Proposed Development**

- 3.2. Changes to the Use Classes Order 1987 came in to force on 1 September 2020. The Regulations that introduced the changes require Local Planning Authorities to determine applications that were submitted prior to this date in accordance with the previous use classes. This report therefore refers to the previous use classes throughout.
- 3.3. Demolition of all buildings on the site and the erection of a single building covering the whole site, comprising a four-storey Block A fronting the High Road and a four-storey Block B at the rear fronting on to Percival Court.
- 3.4. Block A would comprise a shop and covered yard area (A1) on the ground floor (running through to part of the ground floor of Block B to the rear), a commercial unit on the first floor (dentist surgery or office) (D1/B1) and one residential flat (C3) on each the third and fourth floors. The ground floor shop and covered yard would be approx. 144sqm in size and the first-floor commercial unit would be approx. 70sqm.
- 3.5. The ground floor shop unit and covered yard has been designed so that it could accommodate a funeral director, to facilitate the relocation of Co-operative Funeral Care from Nos 804-806 High Road, and the first-floor commercial unit has been designed to accommodate the dentist surgery that is currently in No. 802 High Road. Such relocations would help enable the implementation of the proposed 'cultural quarter' in Northumberland Terrace and land to the rear (Planning and Listed Building Consent applications HGY/2020/1584 and 1586), considered separately on this committee meeting's agenda). However, this is not certain and the two proposed schemes are not dependent on each other or technically linked.
- 3.6. Block B would comprise part of proposed shop's covered storage area and bin and cycle stores on the ground floor, with seven residential flats (C3) on first, second and third floors above.
- 3.7. Residential access to the proposed flats would be both from residential entrances on the High Road and Percival Court, with connecting corridors and spaces linking these entrances. Vehicular access to the proposed covered yard would be via Percival Court. A podium garden space on the roof of the single-storey covered yard would provide a communal amenity space for the proposed homes in both Blocks.
- 3.8. An off street car parking space for occupiers of the proposed 'wheelchair accessible' home would be included in Block B (accessed by Percival Court).

Separate covered residential and commercial cycle parking would be included in a cycle store at the bottom of Block B and in the covered yard respectively.

### 3.9. **Site and Surroundings**

- 3.10. The site is 'L' shaped and wraps around the rear of Nos. 808-811 High Road. It has frontages on both the High Road and Percival Court, which runs off from the High Road to the north. The High Road frontage building is three-storey (the third storey being in the roof slope) and two-storey buildings front Percival Court.
- 3.11. Percival Court is a narrow private shared surface access road that provides vehicular access to the site and car parking areas to the north and west and pedestrian access to homes on the upper floors of No. 813 High Road. To the rear (west) is the Peacock Industrial Estate, accessed from White Hart Lane.
- 3.12. The ground floor of the linked buildings is currently used on an ad hoc basis by THFC for training purposes for match day staff and storage. The upper floors of the buildings are vacant. It is understood that the ground floor was previously a night club and the upper floors were originally residential.
- 3.13. The site is within Tottenham North Conservation Area. The existing buildings are not listed (either statutorily or locally) and the frontage building is identified as making a neutral contribution to the character and appearance of the area. Nos. 809-811 to the north (a take-away on the ground floor and housing above) and Nos. 803-805 (The Bricklayers Arms pub on the ground floor and housing above) to the south are locally listed buildings.
- 3.14. Immediately opposite the site on the east side of the High Road is Northumberland Terrace, a terrace of mainly listed Georgian buildings.
- 3.15. The site is in Flood Zone 1 but borders Flood Zone 2, is within the Tottenham North Controlled Parking Zone and Tottenham Event Day CPZ and has a PTAL of 5. It has following development plan designations:
- North Tottenham Growth Area;
  - Site Allocation 'NT5' (High Road West), proposed for major mixed-use development;
  - The Tottenham High Road Local Shopping Centre;
  - North Tottenham Conservation Area (High Road West).
  - An Archaeological Priority Area; and
  - A Critical Drainage Area.
- 3.16. **Relevant Planning and Enforcement History**

- 3.17. HGY/2019/1743: repair and restoration work to front façade and non-illuminated fascia sign, approved in August 2019.
- 3.18. HGY/2016/0165: change of use from D2 to D1 including external alterations, approved in May 2016.
- 3.19. HGY/2015/1014 & HGY/2014/0742: two separate applications to change the use from D2 to D1 (non-residential institution), both refused in May 2014 and June 2015 respectively on the following grounds: (i) hours of use, operation and activity would have a detrimental amenity impact on adjacent occupiers; (ii) adverse highways impacts arising from increase vehicle movements.
- 3.20. HGY/2007/0850: demolition of existing buildings and erection of 3 storey office block and 3 x 2 storey two bed houses, approved in April 2007.
- 3.21. HGY/2007/0279: internal alterations associated with HGY/2006/0279 to provide an additional residential unit, approved in March 2007.
- 3.22. HGY/2006/2182: Redevelopment and erection of 2 storey rear extension at 1st/2nd floor level to create 4 self-contained flats, alongside the change of use of the ground floor from a nightclub to retail – approved in December 2006.
- 3.23. **Consultation and Community Involvement**
- 3.24. The applicant has consulted with Co-Operative Funeral Care of its possible re-location from Nos. 804-806 High Road and held discussions with the Metropolitan Police Designing Out Crime Officer. The application scheme was also presented to the THFC Business and Community Liaison Group on 18 February 2020.
- 3.25. Emerging proposals for this site and Northumberland Terrace opposite were considered by Haringey's Quality Review Panel (QRP) on 6 November 2019. The QRP Reports is attached as **Appendix 2**.
- 3.26. Emerging proposals for this site and the Northumberland Terrace opposite were presented to the Planning Sub-Committee at pre-application stage on 10 February 2020. The minutes of this item are attached as **Appendix 3**.

## 4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the applications:

### Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design
- LBH Drainage
- LBH Economic Development
- LBH Environmental Health/Pollution
- LBH Health in all Policies
- LBH Housing
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

### External Consultees

- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Tottenham CAAC
- Tottenham Civic Society
- Transport for London

4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in **Appendix 4**.

Internal:

**Carbon Management** – Officers are not wholly satisfied with the applicant's revised Energy & Sustainability Statement and it is recommended that a condition requires the submission and approval of an updated Statement before the commencement of development. However, subject to this and S016 planning obligations to facilitate connection to the proposed DEN and initial and deferred carbon offset contributions and conditions on other matters, there are no objections.

**Conservation Officer** – The proposed scheme would replace an undesignated building dating from the late 1940s and would improve this part of the North Tottenham Conservation Area through good design and a better use of its spaces. The proposed scheme is respectful of its neighbours and wider context and would provide a well-proportioned contemporary reinterpretation of a classical townhouse characterised by symmetry, well-detailed windows and an elegant shopfront to ground floor. The proposed development to the rear is more markedly contemporary and includes a well-integrated landscape design. Detailed design to include façade treatment, windows detailing and materials, especially in relation to the building fronting the High Road are fundamental to ensure a seamless insertion of the new buildings within the existing townscape. The proposed development is fully supported.

**Design Officer** – The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to the Percival Court mews street. Above there will be decent quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. Conditions should ensure high quality brickwork and roof covering as well as sound detailing to the shopfront, windows (especially cills and lintels), parapet and gable.

**Drainage** – No objections

**Economic Development** – We note the redevelopment would have 215sqm of non-residential space, and are generally supportive of this application.

**Pollution** – No objection, subject to conditions and an informative.

**Public Health** – Overall, this is potentially a good development with open space and private amenity space for the occupants. Shared cycle space should be reviewed. No room measurements limit our response.

**Transportation** – (Subject to S106 obligations and satisfactory receipt and review of conditions relating to the cycle parking and waste/recycling collection arrangements, plus a Construction Logistics Plan, Transportation do not object to this application.

**Tree Officer** – The tree (in pub garden at Nos. 803-805) is of limited value, having been subject to poor management previously. If the tree was retained and permission was granted for the new development, it would require pruning on an annual basis. In my opinion, it would be more appropriate to remove it and plant a more suitable species further away from the wall.

**Waste Management** – (1) It is not possible for a waste collection vehicle to enter and exit Percival Court in forward gear. (2) Waste collection vehicle cannot stop at entrance of Percival Court due to traffic lights. (3) It is not possible for bins to be within 10 metres of collection vehicle. Following revisions, no objections subject to residents presenting and collecting their bins to the High Road frontage around collection times (to be secured by condition)

External:

**Historic England** – Initial comments refer to the existing building being of some merit and raise concern that there were insufficiently detailed elevations for the proposed High Road frontage building to consider the merits of the proposed replacement. Following the submission of further details, Historic England continue to consider that more work could be done to better respond to the history of the site, but raise no objections to the application (although it queries the use of different red brick for the gauged arches and recommends the use of a lighter main brick).

**Historic England – Archaeological Service (GLASS)** – The site is likely to include heritage assets of archaeological significance (The Horns, a roadside inn with very early roots and possible royal connections). Preference for archaeological investigation prior to determination, but if the LPA strongly wishes to grant permission in advance of archaeological investigation, two detailed conditions are recommended (Written Scheme of Investigation prior to demolition and foundation design).

**London Fire Brigade** – (1) Both stair cores need to have dry risers and inlets should be located on external wall within 18m of parked fire engine (2) Strong recommendation for sprinklers.

**Metropolitan Police (Designing Out Crime Officer)** – The DOCO has met with the design team. No objection, subject to conditions

**Thames Water** – No response.

**Transport for London** – (1) Welcomes separation of residential and commercial cycle parking, but concerned about security of commercial parking (2) Details needed on how conflicts between cyclists and vehicles are to be minimised – suggest signage or markings (3) A Construction Logistics Plan should be secured by condition (4) a Delivery & Service Plan should be secured by condition.

## 5 LOCAL REPRESENTATIONS

5.1. On 17 June 2020, notification was sent to the following:

- 218 Letters to neighbouring properties
- 2 Letters to Haringey-based organisations (as noted above)
- 1 site notices erected in the vicinity of the site, publicising:
  - Planning application
  - development affecting the setting of the North Tottenham Conservation Area and Listed Buildings
- Press Advertisement (placed in Enfield Independent on 24 June 2020) advertising:
  - Major application affecting a conservation area and Listed Buildings

5.2. The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:

No of individual responses: 4  
Objecting: 1 individual.  
Supporting: 2 individuals.  
Others: 1 comment from Tottenham CAAC

5.3. The full text of neighbour representations and the officer response are set out in **Appendix 5**.

5.4. The main issues raised in representations are summarised below.

Objections:

- The owners of the Nos. 803-805 High Road (Bricklayer's Arms) are concerned that flats would be built immediately next to a pub beer garden and that this may lead to restrictions on use of the beer garden in the evenings. They also object to two windows proposed in the party wall and the impact that the proposal would have on daylight to residential windows on the upper floors. Other concerns include impact during construction and impact on structural integrity issues.

Support:

- Local resident – general support, but need for further details and need to avoid externally mounted roller shutters
- Councillor Bevan – general support, subject to ensuring that internal shopfront shutters are used (lattice type, not solid steel).

Other:

- Tottenham CAAC – Noted that Conservation and Design officers and the Quality Review Panel are supportive. Need further detailed section of the façade.

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the Development
2. Policy Assessment
3. Development Design
4. Heritage Conservation
5. Housing mix and residential quality
6. Impact on Amenity of Adjoining Occupiers
7. Transportation and Parking
8. Energy, Climate Change and Sustainability
9. Flood Risk, Drainage and Water Infrastructure
10. Trees
11. Ecology
12. Waste and Recycling
13. Land Contamination
14. Archaeology
15. Equalities
16. Conclusion

### **6.2 Principle of the development**

#### *6.2.1 Policy Background*

6.2.2 The National Planning Policy Framework NPPF was updated in July 2018 and minor clarifications to the revised version were published in February 2019. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

#### *6.2.3 The Development Plan*

6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2016).

6.2.5 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the AAP. The application

site is located within a strategically allocated site - NT5 (High Road West). A key policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved masterplan. This is the High Road West Masterplan Framework (HRWMF), which is discussed in detail below.

### *The London Plan*

- 6.2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.2.7 In December 2019, the Mayor published an ‘Intend to Publish London Plan’. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF. Whilst the published London Plan (2016) remains part of Enfield’s Development Plan, given the advanced stage that the Intend to Publish version of the London Plan has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State’s Direction).
- 6.2.8 Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF. Given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State’s Direction).

### *Upper Lea Valley Opportunity Area Planning Framework*

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

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

#### *The Local Plan*

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

#### *Strategic Policies*

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

6.2.13 SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

#### *Tottenham Area Action Plan*

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

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

#### *NT5 Site: High Road West*

6.2.16 The site allocation for the wider area (NT5 – High Road West) covers approx. 11.69ha and calls for a master planned, comprehensive development creating a new residential neighbourhood (with a net increase of 1,200 dwellings) and a new leisure destination for London. The residential-led mixed-use development is expected include a new high-quality public square and an expanded local

shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.2.17 The NT5 site allocation contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

### NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area and includes listed and locally listed buildings. Development should follow the principles under the 'Management of Heritage Assets' section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high-quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:
  - A new Learning Centre including library and community centre;
  - Provision of a range of leisure uses that support 7 day a week activity and visitation; and

- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

### NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.

6.2.18 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build and cement the area's reputation as a premier leisure destination within North London.

#### *High Road West Master Plan Framework (HRWMF)*

6.2.19 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP.

6.2.20 The current approved High Road West Master Plan Framework (HRWMF) is that prepared by Arup in September 2014. This highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMP also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.2.21 The Council has entered into partnership with Lendlease who is preparing alternative proposals for a more intensive development in the same Site Allocation (including the application site). Nevertheless, little weight can be accorded to those draft proposals until there is a new Council-approved masterplan and/or a planning permission for a development different from that envisaged in Policy NT5 and the HRWMF.

### **6.3 Policy Assessment**

#### *Principle of Comprehensive Development*

6.3.1 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP and that applicants will be required to demonstrate how any proposal:

- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
- b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
- c) Optimises development outcomes on the site

6.3.2 Policy DM55 states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.

6.3.3 Policy NT5 makes clear that ‘development should accord with the principles set out in the most up-to-date Council approved masterplan’, which as discussed above, is the approved HRWMF prepared by Arup in September 2014. This is therefore an important material consideration when determining planning applications.

6.3.4 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

6.3.5 Paragraph 4.9 of the AAP states that a comprehensive approach to development will often be in the public interest within the Tottenham AAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.

6.3.6 Although the HRWMF seeks to ensure that the site is brought forward in a comprehensive manner, the phasing provisions of the HRWMF explicitly recognise existing land ownership and incremental development that does not prejudice delivery of the masterplan as a whole has been accepted.

6.3.7 The site itself is not identified for any particular land use within the HRWMF, nor is it allocated for development either in isolation or as part of a wider phase of regeneration. Rather, the HRWMF notes that the High Road is to be enhanced through a programme of refurbishments to the existing Victoria buildings stock in a manner that is complementary to the rest of the masterplan area to its west, as part of creating an attractive shopping destination for location people and visitors, with a broad mix of shops, a wider range of foods and service that better service

the local community and attract new visitors. Officers consider that the proposed scheme is consistent with the HRWMF.

#### *Principle of the Proposed Non-residential Uses*

- 6.3.8 Policy SP10 seeks to protect and enhance Haringey's town centres, according to the borough's town centre hierarchy and Policy DM41 promotes new retail in town centres. Policy DM43 designates the Tottenham Road North Local Shopping Centre (34) and encourages retail use of ground floors with active frontages. AAP Site Allocation NT5 seeks to enlarge the Tottenham Road North Local Centre or create a new local centre.
- 6.3.9 Strategic Policy SP8 supports the provision of office space as part of mixed-use development in town centres. Policy DM45 seeks to optimise the use of land and floorspace within town centres by encouraging new mixed-use development including new shops and commercial premises, having regard to (amongst other things) the role and function of the town centres, compatibility with existing and proposed uses and provision of separate access to residential.
- 6.3.10 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Policy DM49 supports proposals for new social and community facilities where (amongst other things), they are accessible by public transport, are located within the community that they are intended to serve, protect residential amenity.
- 6.3.11 The proposed retail use would have an active frontage on to the High Road and ground floor, and incorporate separate access to proposed dentist/office and housing in Blocks A and B. As such, it accords with Policy SP10, Policies DM 41 and 43 and the Site Allocation and Local Plan Policy DM43. The proposed small dentist/office space on the first floor of Block A would provide a replacement or new facility in the town centre that would be accessible to all by lift and, subject to noise mitigation measures, safeguard the amenity of existing and proposed residents. As such, it accords with Strategic Policies SP8, SP16 and Policies DM 43 and 45.

#### *Principle of Provision of Housing*

- 6.3.12 London Plan Policy 3.3 sets a target for the Council to deliver a minimum of 15,019 homes per year in the period 2015-2025. The Intend to Publish London Plan Policy H1 and Table 4.1 of the draft London Plan sets Haringey a 10-year housing target of 19,580 homes between 2019/20 and 2028/29. Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.13 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the

AAP (NT5) as an appropriate place for residential development alongside a mix of other uses and call for a minimum of 1,400 homes and a net increase of 1,200 homes). Of the 1,400 dwellings anticipated, 222 homes have already been developed in the form of the Cannon Road housing area (HGY/2012/2128). In addition, planning permission has been granted for 316 homes on the Goods Yard site (HGY/2018/0187) and 330 homes on the site of Nos. 867-879 High Road. This leaves 532 dwellings still to be provided. The application scheme would make a small but welcome contribution towards this number, resulting in a net increase of 7 homes (assuming that the vacant upper floors of Block A previously accommodated 2 flats).

6.3.14 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. All of the proposed homes would be private for sale or rent. An assessment of the amount of proposed housing and the dwelling mix is set out below.

6.3.15 Policy DM13 makes clear that the Council will seek the maximum amount of affordable housing when negotiating on schemes with site capacity to accommodate more than 10 dwellings. It goes on to state that the affordable housing requirement will apply to (amongst other things) additional residential units proposed above that provided by unimplemented permitted development. At approx. 70sqm, the proposed dentist/office space on the first floor of Block A could be converted to one/two-bedroom residential flat in the future. It is important to ensure that a contribution towards the provision of affordable housing is made should this happen. Officers recommend that subject to viability, a s106 planning obligation secures appropriate financial contributions towards the off-site provision of affordable housing should the applicant convert this space to a residential dwelling.

#### *Principle of the Development – Summary*

6.3.16 The further incremental development of Site Allocation NT5 is acceptable in principle, as it should not prejudice the future development of adjoining land, or frustrate the delivery of Site Allocation NT5 or wider area outcomes sought by the site allocation or the HRWMF. The provision of housing, with a ground floor shop and a small dentist/office unit is acceptable in principle. Provision needs to be made for a financial contribution towards affordable housing, should the 10-unit threshold be reached in the future.

## **6.4 Development Design**

### *Policy Background*

6.4.1 The revised NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the

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

- 6.4.2 The HRWMF shows a retained Percival Court forming a new east-west route, with new small courtyard blocks with communal roof terraces developed behind the High Street.

#### *Quality Review Panel Comments*

- 6.4.3 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage (on 6 November 2019). At that time, the applicant was intending to retain the High Road façade and re-build behind. The Panel's view was the existing façade of 807 High Road was not an original building and not significant enough to merit retention, which is a very costly and complex technical process. It would encourage the design team to instead invest those resources in the creation of a high-quality new building for 807 High Road. Exploration of either a contemporary architectural approach or a contextual approach would be supported. The proposed loss of the existing building is discussed under Heritage below.

#### *Building Scale, Form and Massing*

- 6.4.4 Local Plan Policy DM9 makes clear that, where sensitive redevelopment of sites and buildings in Conservation Areas are acceptable in principle, proposed development must be compatible with and/or complement the special characteristics and significance of the area.
- 6.4.5 The proposed two linked four-storey blocks with a shared courtyard space would provide an active ground floor frontage to the High Road, with a separate pedestrian access for the residential and commercial uses at upper floors and to Block B at the rear. Block B would introduce much needed natural surveillance of Percival Court, whilst safeguarding the development potential of buildings/land to the west and (subject to recommended planning conditions discussed under Noise and Trees below), the commercial activity and residential amenity of occupiers of Nos. 803-805 and No. 809 High Road. As such, officers consider that the proposed layout is a good response to site constraints and opportunities and is considered acceptable.
- 6.4.6 Whilst the proposed High Road frontage building (Block A) would be a storey taller than the existing three-storey building it would replace, the proposed fourth-storey would be set in the roof space back behind a parapet line that would be the same height as the existing parapet height of Nos. 803-805. The proposed roof that would extend above this line would include 'chimney stacks' on either edge

of the building three dormers that would be visible above the parapet. The raised parapet would be above the existing parapet to No. 809. The submitted drawings and photomontages show how this increased building height and the proposed flank wall and 'chimney stack' would be seen rising above the roof line of No. 809. However, these demonstrate that this would be consistent with other terraces along the western side of the High Road, which are characterised by terraces that include buildings of varying height.

- 6.4.7 The first-floor rear elevation of Block A would open out on to the proposed communal garden space sitting on top of the covered yard and external balconies would provide private amenity space at second and third floor levels. A protruding covered staircase would sit against and rise above a rear return to Nos. 803-805 High Road.
- 6.4.8 The proposed fourth-storey of Block B, in the form of a light-weight series of east-west roof pitches, would be set in behind a parapet from the Percival Court elevation and would present a brick elevation to the Court (with a long-perforated metal panels to the ground floor covered yard). Similarly, the fourth storey would also be set in from the elevation to the pub garden at the Bricklayers Arms (Nos. 803-805 High Road). The southern brick elevation to the pub garden would include a number of small windows (with opaque glazing) at first and second storey level, and other windows inset behind balconies.
- 6.4.9 The drawings and photomontages also demonstrate the proposed four-storey rear building (Block B) (which would be 2-3m taller than Block A) would not be seen from the footway on the eastern side of the High Road, and if glimpsed at all from further back along Northumberland Park, it would not be prominent. Its visibility and impact from when seen from the west from the existing Peacock Industrial Estate/wider High Road West site would also be acceptable.
- 6.4.10 The existing High Road building includes a high internal step formed by a raised concrete slab. The proposed replacement building would remove this and would provide a more accessible ground floor.

#### *Development Density*

- 6.4.11 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. This approach to density is reflected in the Tottenham AAP. However, Intend to Publish London Plan Policy D3 proposes to remove the density matrix and advocates a design-led approach to optimising development, based on responding to context, public transport accessibility and social infrastructure needs.
- 6.4.12 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels.

- 6.4.13 The applicant proposes 9 residential units, the site is 0.06 Hectares (Ha) in size and has a PTAL rating of 4/5. The proposal would contain 23 habitable rooms. This would amount to a density of 150 units per hectare (u/ha) and 383 habitable room/hectare (hr/ha).
- 6.4.14 The adopted London Plan sets a target range of 70-260 u/ha and 200–700 hr/ha for schemes with an average hr/unit of 2.7-3.0, a PTAL of 4-6 and an ‘Urban’ character. The proposed density sits within the London Plan’s relevant indicative range. Furthermore, the proposed density is the product of a design-led, contextual approach that makes provision for social infrastructure. As such, officers consider it to be acceptable.

#### *Building Appearance and Materials*

- 6.4.15 The proposed elevation to the High Road is a five-bay symmetrical composition, centred around central windows at first and second storey level and a centralised dormer window in the roof space above. The brick façade would also include a centralised recessed brick panel, to emphasis this symmetry and bring texture to the faced.
- 6.4.16 Revisions made in response to comments made by officers and Historic England have provided further details of the proposed High Road and northern elevation of Block A, including sections through the proposed parapet/roof line. The detailed design comprises English bond stock brickwork with flush pointing in white mortar, two ‘chimney stacks’ and pots, a slate roof with metal sided dormer windows, painted timber window frames set within reveals, red gauged brick window lintels, concrete window cills and a timber shopfront (with roller shutters concealed behind the fascia panel). These are also considered acceptable, subject to recommended planning conditions reserving details (including shop shutters, to ensure perforated/lattice, rather than solid) and the final choice of external brick.
- 6.4.17 Block B would present a brick elevation to Percival Court (with a long-perforated metal panels to the ground floor covered yard and proposed car parking space), with the metal profiled light-weight fourth floor rising above. The rear elevation of Block A would also use metal cladding for the proposed top floor and protruding staircase. Following comments by officers, the application has been revised to include an external canopy and lighting above the proposed residential entrance to Block B, to make housing here more attractive and safer.
- 6.4.18 Officers are satisfied that, subject to the recommended planning conditions reserving details of external materials, shopfront/shutter, cill, lintel and gable details, the proposed development would represent a high quality and sensitive development in this part of the Conservation Area.

#### *Landscaping*

6.4.19 The proposed communal amenity space at first floor level provides the opportunity to incorporate tree and other planting to help introduce welcome urban greening to the area. It is recommended that details are reserved by planning condition.

*Secured by Design*

6.4.20 Local Plan Policy DM2 states that new development should have regard to the principles set out in 'Secured by Design'. Crime rates are relatively high across the borough and are particularly high in Northumberland Park Ward. The applicant's design team has met with the Metropolitan Police's Designing Out Crime Officer, who has identified a number of site-specific issues, including: the proposed joint residential and commercial pedestrian access.

6.4.21 Revisions following comments by TfL mean that residential and commercial cycle parking area are now separate. In addition, given the current lack of natural surveillance of and potential nefarious activities in Percival Court. Revisions to the application include the introduction of a glazed canopy above the proposed pedestrian entrance on Percival Court and it is recommended that a planning condition requires details of this canopy and external lighting to ensure that they help provide an attractive and safe entrance to homes in Block B and to the proposed covered yard area. It is recommended that planning conditions require Secured by Design accreditation.

*Fire Safety and Security*

6.4.22 Policy D12 in the Intend to Publish London Plan makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement.

6.4.23 The submitted Fire Strategy notes that a fire engine parked on the High Road would be more than the recommended 45m away from some parts of the proposed buildings. As such, both stair cores require dry risers to be installed. The London Fire Brigade has commented that inlets for the risers should be located on the external wall of the building within 18m of a parked fire engine. The applicant has confirmed that the nearest stair core to the High Road would include an inlet in the external wall, which would be within 18m of the High Road and visible from a parked fire engine.

6.4.24 The London Fire Brigade strongly recommends the installation of sprinklers. The applicant has responded that the proposed western stair core would be greater than 18m from the dry riser inlet and in order to give the fire service more time to arrive at the flat of fire origin a Category 3 sprinkler system to BS9251 would be provided to Block B as a compensatory feature with minimum operational water supply of 30 minutes and control the fire until fire service arrival.

6.4.25 It is recommended that the implementation of the submitted Fire Strategy is secured by condition, in accordance with the Mayor of London's emerging guidance.

*Building Regulations approval*

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

*Development Design – Summary*

6.4.27 The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to Percival Court. Above there would be good quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. It is recommended that conditions reserve details and external materials. The proposed density is consistent with a design-led approach to optimising development potential.

## **6.5 Heritage Conservation**

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

6.5.2 London Plan Policy 7.8 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. The draft London Plan Policy HC1 continues this approach and places an emphasis on integrating heritage considerations early on in the design process.

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

6.5.4 Local Plan Policy DM9 D states 'Subject to (A-C) above the Council will give consideration to, and support where appropriate, proposals for the sensitive

redevelopment of sites and buildings where these detract from the character and appearance of a Conservation Area and its setting, provided that they are compatible with and/or complement the special characteristics and significance of the area.'

- 6.5.5 Policy AAP5 speaks to an approach to Heritage Conservation that delivers “well managed change”, balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.
- 6.5.6 Policy NT5 requires consistency with the AAP’s approach to the management of heritage assets. The High Road West Master Plan Framework’s approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to inward to the Master Plan area.
- 6.5.7 The HRWMF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use.

#### *Legal Context*

- 6.5.8 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.
- 6.5.9 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.5.10 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”

- 6.5.11 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.5.12 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.5.13 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.5.14 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

#### *Assessment of Significance*

- 6.5.15 The North Tottenham Conservation Area is included in Historic England's Heritage at Risk Register (2015), which records the Area's condition as 'very bad', but recognises that the overall trend is 'improving'. Significant development has taken place in and close to the Conservation Area in recent years (most notably THFC's stadium and improvements to Listed Buildings in the Club's ownership) and the Area is the subject of the Townscape Heritage Initiative, which is grant-funding façade improvement projects along the High Road.
- 6.5.16 The Council's North Tottenham Conservation Area Appraisal identifies No.807 (or at least the frontage building, plus the single-story rear extension as far back

as the back of No. 809-11) and the whole of the single-story rear extension alongside along the northern boundary to be “Neutral”. Other buildings on the site are not assessed in the appraisal. Map regression research shows that an original building with coach entrance to a rear courtyard was replaced between 1936 and 1956 and that it is very likely that the current buildings were erected at the end of the 1940’s. It has been altered since this date.

- 6.5.17 In its original advice letter, Historic England noted that the existing High Road building has the appearance of a Victorian commercial building, highlights some good quality detailing at first floor level and considers that the this building makes a limited-positive contribution to the Conservation Area, though the ground floor shop front is much altered and of poor quality. Officers maintain that whilst the High Road frontage building was sensitively built to blend in with the mixed informal character of the west side of the road, the existing buildings are of relatively little architectural or historic merit and are not considered to be a ‘heritage asset’ (as defined in the glossary of the NPPF).

#### *Loss of the existing buildings*

- 6.5.18 Planning permission was granted in 2006 for the redevelopment of the site and whilst this permission has now lapsed, it reflected the assessment of the value of the existing buildings made at that time. Officers continue to consider that the modest quality and contribution to the Conservation Area offered by the existing High Road frontage building at No. 807, as well as its deep, poorly developed rear site, means that a high-quality replacement infill building is acceptable in principle. The existing buildings that front Percival Court are low quality and their loss is also acceptable in principle.
- 6.5.19 Paragraph 1.2.3 of the North Tottenham – Conservation Area Appraisal and Management Plan states that “In spite of [these] changes the townscape retains a high degree of historical continuity, maintaining a contained linear street pattern forming a sequence of linked spaces and sub spaces, and with a notable variety and contrast in architectural styles and materials. The street width and alignment very much still follow the form established by the mid-19th century. There are good surviving examples of buildings dating from the 18th and 19<sup>th</sup> centuries including outstanding groups of Georgian houses and mid and late-Victorian shopping parades illustrating the changes to this building type in scale and style, together with examples of the inter-war style of the mid-20th century.”
- 6.5.20 The principle of redevelopment is supported by the QRP, (see para. 6.4.3) above and whilst Historic England consider that the existing High Road frontage building is of some merit (believing that it represents a highly contextual response to the historic townscape that contributes to local character), it does agree that it could be replaced subject, to the design quality of its replacement. The Conservation Area Committee raises no objection to the loss of the existing buildings.

### *Quality of the proposed replacement building*

6.5.21 The design of the proposed buildings is discussed under Design Development above. Following assessment of the scheme as submitted and taking account of the initial comments from Historic England and those of the Conservation Area Committee, officers requested more detailed drawings and material specification for the eastern (High Road) and northern facades (where the building would rise above its neighbour at No. 809-811) of Block A. The application as revised provides a good level of detail and officers are satisfied that, subject to the recommended planning conditions reserving details of external materials, shopfront/shutter, cill, lintel and gable details, the proposed development would represent a high quality and sensitive development in this part of the Conservation Area.

6.5.22 In response to Historic England's residual concerns in relation to gauge arches and choice of the proposed main brick, the recommended conditions would allow further detailed consideration of these elements.

### *Setting*

6.5.23 The two neighbouring properties on both sides of the application site on the High Road frontage, Nos. 803-805 (The Bricklayers public house) and No. 809-11 (Domino's Pizza) are both Locally Listed. The neighbouring property to the immediate west of the application site, a two-story flat roofed building which appears to open off Chapel Place, a yard that opens off White Hart Lane to the south-west of the site, is also not assessed in the appraisal, although the former Catholic Chapel beyond it is also Locally Listed. Officers consider that photomontages submitted in support of the application demonstrate that the proposed buildings would not harm the setting of these buildings, or of the wider part of the Conservation Area when viewed from the High Road and that Building B at the rear would not be visible at pedestrian level from the eastern side of the High Road opposite or along Northumberland Park.

6.5.24 The proposed High Road frontage building would be directly opposite Northumberland Terrace, including the early 18<sup>th</sup> Century Georgian town houses Nos. 808-812 High Road (Grade II\* Listed), Victorian infill buildings at Nos. 804-806 High Road (Conservation Area Contributor), and mid-18<sup>th</sup> Century buildings (Grade II Listed) at Nos. 798 to 802, the refurbished No. 796 High Road (Percy House – Grade II\*), No. 794 High Road (Grade II); No. 792 High Road (Grade II); and No. 790 High Road (Dial House – Grade II\*). Officers are satisfied that the proposed development would not harm the setting of this important collection of heritage assets.

### *Heritage Conclusion*

6.5.25 The loss of the existing buildings is acceptable in principle and the proposed replacement buildings represent high-quality contextual response the surrounding area. The proposed development would safeguard the character and appearance of North Tottenham Conservation Area and the setting of adjoining Locally Listed Buildings and the mainly Listed Northumberland Terrace on the east side of the High Road. Given this, the proposal complies with relevant policies and as no harm is identified, there is no need to engage with paragraph 196 of the NPPF. It is recommended that a planning condition requires that a contract or contracts have been let to build the replacement buildings before the existing buildings are demolished.

## 6.6 Housing mix and residential quality

### *Dwelling Unit Mix*

6.6.1 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Strategic Policy SP2 and Policy DM11 of the Council's Development Management DPD continue this approach.

6.6.2 Policy DM11 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.

6.6.3 The dwelling mix for the scheme is set out below in Table 1 below

**Table 1: Dwelling mix.**

<b>Bedroom Size</b>	<b>No. of Units</b>	<b>% by unit</b>	<b>Hab. rooms</b>	<b>% by Hab. rooms</b>
1 bed 2 person	5	55.5%	10	43.5%
2 bed 3 person	2	33.5%	9	39%
2 bed 4 person	1			
3 bed 5 person	1	11%	4	17.5%
<b>Total</b>	<b>9</b>	<b>100%</b>	<b>23</b>	<b>100%</b>

6.6.4 Officers consider that the proposed mainly one-bed mix is appropriate for the characteristics of a small, relatively constrained site next to the High Road.

6.6.5 London Plan Policy 3.5 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. This approach is continued in the draft London Plan by Policy D4. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

### *Unit Aspect*

- 6.6.6 With the exception of Flat 4, a 1-Bed home on the second floor of Block B, which would be single-aspect east facing, all proposed homes would be dual aspect. The orientation and dual aspect nature of the proposed housing would help ensure high-quality accommodation.

### *Indoor and Outdoor Space Standards*

- 6.6.7 All of the proposed flats would provide private amenity space in the form of balconies and terraces, in accordance with the minimum size and spatial qualities called for adopted London Plan Policy 3.5 and Intend to Publish London Plan Policy D6. In addition to the proposed private balconies, a central landscaped podium would be provided between the two blocks, providing dedicated amenity space for residents (Approx. 111.5sqm of communal amenity space alongside an additional 10.52sqm of additional play space).

### *Accessible Housing*

- 6.6.8 Local Plan Policy SP2 and Policy 3.8 of the adopted London Plan require that at least 10% of all new homes meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and that all other dwellings meet Building Regulation M4(2) 'accessible and adaptable dwellings.'
- 6.6.9 Flat 8 (2-bed 3-person) on the third floor of Block B would be built to be 'wheelchair user dwelling'. This would represent 11% of the proposed flats. All other flats would be built to be 'accessible and adaptable dwellings.' Flat 8 would be served by a single lift in Block B and would have access to a disabled parking space in an integrated garage accessed from Percival Court.

### *Child Play Space*

- 6.6.10 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation and Intend to Publish London Plan Policy S4 continues this approach. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space. The Mayor's SPG indicates at least 10 sqm per child should be provided.
- 6.6.11 Using the GLA's Population Yield Calculator (October 2019), the proposed dwelling mix for private homes with a PTAL of 5-6 would generate 1.5 children (1 between 0 and 5-years old). The proposed communal amenity space, incorporating dedicated play space, meets the policy requirements.

### *Daylight/Sunlight/overshadowing – Future Occupiers*

6.6.12 The submitted Daylight and Sunlight Assessment finds that a number of proposed rooms fail VSC (notably some windows on the first floor of Block B). However, generally the proposed development performs well in terms of daylight with 100% of rooms tested achieving the NSL and 95% of rooms achieving the ADF levels required under the BRE guidance. The Assessment also finds that the proposed development performs well in terms of sunlight, with most of the relevant rooms achieving the recommended APSH criteria. The proposed podium level communal amenity space falls marginally below BRE guidelines (receiving 2 hours sunlight over 43% of its area on March 31, as opposed to the guideline standard of 50%. Overall, officers are satisfied that the proposed housing would benefit from a good level of daylight and sunlight.

### *Noise – Future Occupiers*

6.6.13 The submitted Noise Impact Assessment is based on a noise survey that was carried out in February 2020 (before the COVID-19 lockdown), so measurements should be representative of 'normal' traffic. The Assessment considers the likely requirements for the specification of both building fabric and glazing for proposed flats and office use in Block A and it is recommended that details of these are secured by way of a planning condition.

6.6.14 The non-residential unit of the first floor of Block A could be used as a dentist surgery. This raises concern about adverse noise impacts on residents of existing flats either side (in Nos. 805 and 809 High Road) and the proposed new flat directly above. The submitted Noise Impact Assessment recommends that, to mitigate against the noise of high-speed dental drills, the structure around the surgery room would need to have a noise reduction requirement of 60dB, which would necessitate a continuous, reinforced concrete slab of at least 300mm thickness, walls of solid concrete blockwork and a suitably designed lobby as an entrance into the surgery. It is recommended that details of such measures are secured by way of a planning condition, before any dentist practice occupies this space.

6.6.15 A standard condition is recommended to control noise from any mechanical plant associated with the proposed uses.

### *Housing mix and Residential Quality - Summary*

6.6.16 Officers consider that the proposed mainly one-bed mix is appropriate for the characteristics of a small, relatively constrained site next to the High Road. The proposed homes would provide high-quality accommodation, being mainly dual aspect, meeting indoor and outdoor space requirements (including one 'wheelchair accessible' home) and providing sufficient play space. Subject to conditions, the proposal would also ensure a satisfactory residential environment in terms of daylight, sunlight and noise.

## 6.7 Impact on Amenity of Adjoining Occupiers

6.7.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.

### *Overlooking/privacy*

6.7.2 The southern elevation of Block B would have 4 small obscure glazed windows in the boundary wall looking on to the Bricklayers Arms pub garden. It is recommended that a planning condition ensures that these are installed and retained in this manner and this should safeguard the privacy of both the customers of the pub and future residents.

6.7.3 The proposed homes in Block B would face on to existing homes on the upper floors of No. 805 and Nos. 809-811 High Road.

6.7.4 A small secondary kitchen widow in proposed flats 2 and 5 on the first and second floors of Block B would be approx. 9m away from existing windows on the upper floors of No. 805 High Road. However, it is proposed that these would be fitted with opaque glazing and, subject to a planning condition securing this, officers consider this to be acceptable. There would also be a less direct outlook from the proposed main living room windows (approx. 7m) and balconies of the proposed flats and existing homes on the upper floors of No. 805. However, subject to a condition requiring an opaque glazed screen along the southern edge of the proposed balconies, this proposed relationship is also considered acceptable.

6.7.5 Proposed Flats 1 and 3 on the 1<sup>st</sup> and second floors of Block B would be between 14 and 15m away from existing homes on the upper floors of Nos. 809-811 High Road (with balconies being closer). However, the proposed landscaping and parapet walling at first floor level the proposed balcony details at second floor level would help ensure that privacy is safeguarded.

### *Daylight/Sunlight Assessment*

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

- 6.7.7 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.7.8 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF 2019 advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Officers consider that VSC values in excess of 20% are reasonably good and that VSC values in the mid-teens are deemed acceptable.
- 6.7.9 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.
- 6.7.10 The submitted Daylight and Sunlight Assessment also tests the likely impacts on existing homes in neighbouring properties either side of the site (Nos. 803, 805, 811 and 813 High Road) and opposite on the east side of the High Road (Nos. 804/06 and 808/810/812).
- 6.7.11 Of the 63 windows tested in terms of daylight (VSC), 61 or 97% pass. The two windows that fail and would suffer a minor adverse impact are first floor windows to homes in Nos. 803 and 805 High Road. However, the window at No. 803 only marginally fails (being left with 77% of existing light, as opposed to 80%) and the window at No. 805 would be left with 69% of its former value and a VSC of 24.07 (when 27% is the nation-wide guideline and 15% has been considered acceptable in dense urban contexts). Furthermore, the applicant has confirmed its understanding that this room is a bedroom and that the room would be likely to achieve an Average Daylight Factor (ADF) of 1% post development and the impact is considered to be negligible.
- 6.7.12 Of the 63 windows tested in terms of sunlight (APSH), 60 or 95% pass. The three windows that fail and would suffer a minor adverse impact are in No. 803. However, given that these rooms would have acceptable internal daylight, a minor adverse impact on sunlight is considered acceptable.

### *Noise*

- 6.7.13 Noise associated with the possible dentist surgery use of the first floor of Block A and mechanical plant, discussed in relation to the amenity of future occupiers, is also relevant for the amenity of existing neighbouring residents.
- 6.7.14 The site is next to the Bricklayers Arms pub, which has a rear beer garden. Proposed Flats 4, 7 and 9 in Block B would be located adjacent to the garden and could suffer from noise, including when LBTH fans gather to watch screened games. London Plan Policy D12 (Agent of Change) puts the onus on applicants to demonstrate that their proposed development is designed to take account of existing uses, so that it does not threaten established businesses.
- 6.7.15 The submitted Noise Impact Assessment reports on a noise survey undertaken during a screening of a THFC European cup match and concludes that the proposed buildings would need to incorporate the same type of double glazed windows on the rear and side facades as required for the High Road façade, together with secondary glazing panels, 100mm inside the double-glazed units, which could be designed to slide away when not required. It is recommended that details of such measures are secured by way of a planning condition.

#### *Amenity Impacts – Summary*

- 6.7.16 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that, subject to the recommended planning conditions, the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

## **6.8 Transportation and Parking**

- 6.8.1 The revised NPPF (February 2019) is clear at Paragraph 108 that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up.
- 6.8.2 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. London Plan Policies 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets parking standards.
- 6.8.3 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.

- 6.8.4 DM Policy (2017) DM32 „Parking“ states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped
- 6.8.5 A key principle of the High Road West Master Plan Framework (HRWMF) is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

#### *Accessibility*

- 6.8.6 The site is located directly adjacent to a northbound bus stop on High Road, with the southbound stop less than 100m from the site on the other side of the High Road. There are also bus stops on Northumberland Park and White Hart Lane within 400m of the site. The High Road is served by four high-frequency bus routes (Nos. 149, 259, 279, 349) and night bus No. N279. White Hart Lane is served by night-bus No. W3. White Hart Lane London Overground Station is located about 250m to the south and Northumberland Park is approx. 1km to the east. The site has a PTAL of 5 and the Cycle Superhighway 1 is accessible from Church Road, approx. 400m to the south.

#### *Site Access*

- 6.8.7 Percival Court, a private shared access 'lane', is immediately to the north of the site creates a non-signalised junction with the High Road, within an Advanced Cycle Stopline on the High Road approach arm. Percival Court is two-way, but is 2.78m wide at its narrowest point and can only facilitate vehicular movements in one direction at a time. The Court would provide a frontage to the proposed covered yard and Block B.
- 6.8.8 The submitted Transport Assessment includes a swept path plot that details the manoeuvres made to enter and leave the proposed covered yard a car and, given the potential use of the proposed shop unit as a funeral director, a hearse. These demonstrate that these movements could be made in forward gear. However, a hearse or similar longer wheelbase van would need to sweep out in to the right-hand northbound lane on the High Road to make the manoeuvre. The submitted Transport Assessment states that this would be restricted to off-peak periods. However, vehicles must be expected to enter or leave the yard at any time and it would not be appropriate to seek to restrict access to certain times. Whilst not ideal, given the likely limited number of movements, such manoeuvres would be acceptable.

### *Car Parking*

- 6.8.9 The site is located within the Tottenham North Controlled Parking Zone (CPZ) (restrictions Monday-Saturday, 08.00 to 18.30) and within the Tottenham Event Day (TED) CPZ. A single disabled persons parking bay is proposed within the covered yard for use by the commercial occupier.
- 6.8.10 As there are less than 10 residential units, there is no policy requirement to provide a blue badge car parking space for the proposed 'wheelchair accessible' home. Nevertheless, the proposed covered residential car parking space for the proposed 'wheelchair accessible' home is welcomed.
- 6.8.11 The Transport Assessment refers to the covered yard possibly accommodating two hearses, and swept path analysis shows how two hearses/large cars could access and be accommodated within the covered yard.
- 6.8.12 It is recommended that a s106 planning obligations ensure that residents, other than Blue Badge holders, are not able to secure a parking permit to park on public highways (meeting the Council's costs of £4,000).

### *Cycle Parking*

- 6.8.13 To meet Intend to Publish London Plan Policy T5 requirements, 16 long-stay cycle parking spaces and 2 short- stay visitor spaces are proposed, together with 6 long/short-stay commercial parking spaces.
- 6.8.14 Initially a single cycle storage room was proposed for both residential and commercial cycle parking spaces. However, following comments by officers, TfL and the Designing out Crime Officer, the proposed scheme has been revised so that the proposed storage room is exclusively for residential cycle parking spaces (with provision for 20 cycles, including provision for 5% larger cycles), with 4 long-term commercial spaces proposed within the covered yard. The expected low car trip numbers, good visibility, space planning and ground markings of the yard space makes this acceptable.
- 6.8.15 The proposed scheme has also been revised to incorporate the four required short-stay commercial cycle parking spaces (2 x Sheffield cycle stands) within the proposed covered yard space.
- 6.8.16 These revised arrangements are acceptable, subject to a recommended planning condition reserving details of the proposed cycle parking system proposed for the residential cycle parking store room

### *Delivery and Servicing*

- 6.8.17 South of the access to Percival Court is a service lay-by which offers 40-minute loading period 7:00am- 8:30pm (no return within 1 hour). The servicing demands

arising from the development are likely to be small in terms of total numbers of movements for both the residential and commercial uses (with the Transport Assessment estimating one or two vans per day and perhaps one or two large HGVs per week). It is expected that the loading bay would be used most of the time for visiting service vehicles and some service vehicles (of appropriate size) may take the opportunity to access Percival Court.

- 6.8.18 It is not expected that large HGVs such as refuse vehicles would enter Percival Court to collect waste or make deliveries. As discussed below under Waste, collection of residential waste and recycling would need to be from the High Road.

#### *Construction Activities*

- 6.8.19 It is recommended that a Construction Logistics Plan (CLP) (to comply with relevant TfL guidance) is required by planning condition, to help ensure safe and reliable deliveries and reduced congestion/environmental impact.

#### *Transportation - Summary*

- 6.8.20 Subject to the recommended planning conditions and s106 planning obligations referred to above, the proposals would be acceptable from a transportation perspective.

### **6.9 Energy, Climate Change and Sustainability**

- 6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015). Local Plan Policy SP4 requires a minimum of reduction of 20% from on-site renewable energy generation.
- 6.9.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

#### *Lean Carbon Savings*

- 6.9.3 The proposed energy efficiency measures include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well

as energy saving controls for space conditioning and lighting. These measures achieve overall regulated CO2 emission reductions of 16.79% for the proposed housing and 36.4% for the proposed non-residential space (above the Intend to Publish London Plan target of 10% regulated CO2 emission reductions for housing and 15% reduction for non-residential uses).

#### *Clean Carbon Savings*

- 6.9.4 The Council has committed plans to deliver a North Tottenham District Energy Network (DEN). This facility has an anticipated development programme to be ready to deliver heat to developments in 2023 (subject to change).
- 6.9.5 The proposed scheme has been designed so that it could be connected to the proposed DEN, via a pipe route from the High Road into the entrance corridor and on to the proposed plantroom at either ceiling level along the corridor, or via a floor trench with removable covers. The proposed plant room provided sufficient space for the future installation of a DEN manifold and associated controls, by the removal of the buffer vessel which would not be needed.
- 6.9.6 It is recommended that s106 planning obligations secure the following: (a) Submit a further revised Energy Strategy for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years, pay an additional Deferred Carbon Offset Contribution.

#### *Green Carbon Savings*

- 6.9.7 The applicants intend to use centralised Air Source Heat Pump (ASHP) condensers to service the heating and hot water requirements for the residential and retail spaces located in the proposed main plant spaces. The proposed plantroom would contain an air source heat pump buffer vessel and pump set which would distribute heating water to the proposed flats (each flat containing its own heating interface unit).
- 6.9.8 The applicant is also proposing a 21-panel facing array would be provided on the south facing roof slopes of Building B. It is recommended that details of these panels are reserved by condition
- 6.9.9 The proposed green technologies would save 45.57% in emissions over the Building Regulations (2013) Part L standards.

#### *Overall Carbon Savings*

- 6.9.10 The Applicant's revised Energy Statement sets out how the three-step Energy Hierarchy has been implemented and estimates that site-wide regulated CO2

savings would be 74.8% over Part L Building Regulations (2013), more than double the 35% called for by planning policy.

- 6.9.11 The proposed scheme would achieve 74.19% carbon savings on the domestic element of the scheme and 50.9% savings on the non-domestic scheme. To achieve 'zero carbon' for the residential portion of the scheme, the applicant's revised Energy Statement estimates that a total of 2.7 tonnes per annum of regulated CO<sub>2</sub>, equivalent to 81 tonnes over 30 years needs to be offset by financial contributions (81 x £95 per tonne = £7,695). The proposed non-domestic portion of the scheme achieves 35% carbon reduction and no carbon offset is therefore required.
- 6.9.12 However, officers are not wholly satisfied with the applicant's revised Energy and Sustainability Statement and it is recommended that a condition requires the submission and approval of an updated Statement before the commencement of development. It is also recommended that S016 planning obligations require the payment of an initial carbon offset amount upon commencement with a further deferred carbon offset payment made if no connection to a DEN is made within 10 years.
- 6.9.13 In accordance with Intend to Publish London Plan Policy SI 2, which introduces a fourth step 'Be Sean' to the Mayor of London's Energy hierarchy, it is recommended that a s106 planning obligation requires the applicants to submit data on energy use to the GLA, in accordance with the Mayor's 'Be seen' energy monitoring guidance' (currently pre-consultation guidance, April 2020).

### *Sustainability*

- 6.9.14 The applicant's submitted BREEAM Accredited Professional Stage 2 Report – Concept Design (pre-assessment) demonstrates that the non-residential element of the proposed scheme could achieve a BREEAM Rating of 74.41% - 'Excellent'. However, the applicant is unwilling to commit to this and it is recommended that a planning condition requires the issue of an accreditation certificate to certify for that a 'Very Good' rating has been achieved, in line with policy.

## **6.10 Flood Risk, Drainage and Water Infrastructure**

- 6.10.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy 5.12 continues this requirement. London Plan Policy 5.13 and Local Policy SP5 expects development to utilize Sustainable Urban Drainage Systems (SUDS). Policy 5.14 requires proposals to ensure adequate wastewater infrastructure capacity is available.
- 6.10.2 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

- 6.10.3 The site is predominantly located within Flood Zone 1 (Low Risk), but the eastern edge borders Flood Zone 2 (Medium Risk). It is also within a Critical Drainage Area. This potential flooding is associated with the culverted Moselle watercourse which runs under White Hart Lane and the High Road south of White Hart Lane. The risk of flooding from pluvial, groundwater (including over ground flow) and artificial sources has also been assessed and found to be low.
- 6.10.4 Flooding could be to a depth of 0.41m and 1.0m in the 1 in 100 year plus 20% climate change and 1 in 1000-year scenarios respectively. However, the proposed retail A1 ground floor use is classified as 'less vulnerable' and, in line with policy, it is acceptable for these areas to be subjected to flooding. The proposed 'more vulnerable' residential use is located at first floor and above, which would be at least over 3m above the potential modelled flood levels. It is recommended that a planning condition ensures that appropriate resilient measures to ground floor area are taken (such as the raising of electrical sockets and providing flood resilient construction materials).
- 6.10.5 It is proposed that runoff rates would be restricted to 1.8 l/s (which is three times the 1 in 100-year greenfield rate plus 40% climate change of 0.6 l/s). This would provide a betterment of approximately 77% when compared to the existing discharge rate (7.8 l/s). The applicant considers that this as close to the greenfield runoff rate as is practicable using SuDs and ensuring gravity discharge. In order to provide this restriction (which take account of a, a total attenuation volume of 43.2 cubic metres).
- 6.10.6 LBH Drainage officers raise no objection and no comments have been received from the Environment Agency or Thames Water.

## 6.11 Trees

- 6.11.1 The submitted Arboricultural Impact Assessment notes that the only tree of note within influencing distance of the property is an adjacent ash tree located within the rear beer garden of the Bricklayers Arms. The tree is of 'low quality and value' (being assessed as Category C). It has previously been topped at 3m and is growing immediately next to the boundary brick wall.
- 6.11.2 The Assessment proposes that the tree is removed, or if the Council or the owner do not agree to this, that it is heavily pollarded. The Council's Tree Officer comments that the tree is of limited value, having been subject to poor management previously and that it would be more appropriate to remove it and plant a more suitable species further away from the wall.
- 6.11.3 The proposed scheme enables the existing tree to be kept and also allows for the retention of the existing boundary wall to the pub beer garden, subject to further structural analysis of the wall, ground conditions and future Party Wall actions. It is recommended that planning conditions require the approval of details to protect the existing tree.

## 6.12 Ecology

6.12.1 Adopted London Plan Policy 7.19 indicates that whenever possible development should make a positive contribution to the protection enhancement creation and management of biodiversity. Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation.

6.12.2 The site is currently devoid of vegetation and of no ecological value. The proposed communal amenity space provides the potential for some urban greening. It is recommended that landscaping details are reserved by planning condition to ensure that this maximises opportunities and that bird boxes and 'insect hotels' are incorporated.

## 6.13 Waste and Recycling

6.13.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.13.2 The revised scheme incorporates separate residential bin and bulk storage areas in the covered yard area, within 25m of the High Road, enabling future residents to take out their waste and recyclables to the High Road frontage, near an existing lay by, on bin day. It is recommended that a Residential Waste Management Plan that makes clear who is responsible for doing this.

6.13.3 A commercial waste store is included within the proposed covered yard to the shop. It would be for commercial tenants to arrange their own waste collection.

6.13.4 The submitted Site Waste Management Plan (SWMP) sets out a framework for future SWMP a plan and describes the measures to be implemented to ensure that the development is acceptable in terms of managing waste during the demolition and construction phases. It is recommended that a detailed plan to maximise the re-use and recycling of waste is secured by planning condition.

## 6.14 Land Contamination

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

6.14.2 The submitted Preliminary Risk Assessment concludes that, given the proposed end use, the overall risk rating for the site is assessed as 'low' and that given the Site history and the proposed development, intrusive investigation to further

quantify the contamination status of the site is not required. However, it goes on to recommend, amongst other things, that a watching brief should be carried out during the construction phase and that a Construction Environmental Management Plan (CEMP) should be prepared and construction materials should be appropriately stored.

6.14.3 Given the above and comments from Environmental Health, it is recommended that planning conditions secure the above.

## 6.15 **Archaeology**

6.15.1 The revised NPPF states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. London Policy 7.8 states that development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve a site's archaeology. This approach is reflected at the local level.

6.15.2 The application is supported by an Archaeological Desk Based Assessment. This notes that the site was one occupied by "The Horns" inn and that there is medium potential for related remains, which would likely be of medium to high significance. In response to comments by the Greater London Archaeological Advisory Service (GLAAS) would prefer that investigative work is carried out before determination of this application. However, the applicant is not willing to do this and officers consider that it is reasonable to require post determination archaeological field work in this case and it is recommended that this is secured by way of planning conditions (which have been drafted with the help of GLAAS).

## 6.16 **Equalities**

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

6.16.2 The proposed development provides a range of socio-economic and regeneration outcomes for the Tottenham area including additional housing, which would add to Haringey's stock of market homes and a retail use within the North Tottenham Local Centre.

6.16.3 An employment skills and training plan, recommended to be secured by a S106 obligation, would ensure a target percentage of local labour is utilised during

construction. This would benefit priority groups that experience difficulties in accessing employment. Assistance would also be provided for local tenders and employment skills and training. A financial contribution regarding apprenticeships is also recommended to be secured by a S106 obligation, as per the Heads of Terms above.

6.16.4 The proposed development would add to the stock of wheelchair accessible and adaptable dwellings in the locality in accordance with London Plan and local planning policy requirements.

## 16.17 Conclusion

16.17.1 In conclusion:

- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;
- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;
- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network too help reduce carbon emissions.

## 7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the estimated Mayoral CIL (£60 per square metre, £59.64 with indexation) would be £78, 849 and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.96 with indexation) the estimated Haringey CIL charge would be £19,179, giving a total estimate of £98,029.

7.2 The CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to

indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge and advising the scheme is judged to be phased for CIL purposes.

- 7.3 The Council is proposing to increase the current Haringey CIL charge rate for the Eastern Zone of the borough from £15 to £50 per square metre and consulted on a Draft Charing Schedule between 18 December 2019 and 11 February 2020. The proposed development would be liable to pay the Haringey CIL rate that is in effect at the time that permission is granted.

## **8 RECOMMENDATIONS**

- 8.1 GRANT PLANNING PERMISSION subject to conditions in **Appendix 7** and a Section 106 Legal Agreement.

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## **Appendix 2: Plans and Documents List**

### **Plans**

Site Plan - 807HR-1000-ZZ-L00-GA-A-0800 P1  
Block Plan - 807HR-1000-ZZ-L00-GA-A-0801 P1  
Existing Ground Floor Plan - 807HR-1000-ZZ-L00-GA-A-0810 P1  
Existing First Floor Plan - 807HR-1000-ZZ-L01-GA-A-0811 P1  
Existing Second Floor Plan - 807HR-1000-ZZ-L02-GA-A-0812 P1  
Existing Roof Plan - 807HR-1000-ZZ-RF-GA-A-0813 P1  
Existing Elevations - 807HR-1000-ZZ-L00-EL-A-0814 P1  
Existing Sections - 807HR-1000-ZZ-L00-SE-A-0815 P1

Proposed Ground Floor Plan – 807HR-1000-ZZ-L00-GA-A-0820 P8  
Proposed First Floor Plan – 807HR-1000-ZZ-L01-GA-A-0821 P2  
Proposed Second Floor Plan – 807HR-1000-ZZ-L02-GA-A-0822 P2  
Proposed Third Floor Plan – 807HR-1000-ZZ-L03-GA-A-0823 P1  
Proposed Roof Plan – 807HR-1000-ZZ-RF-GA-A-0824 P1  
Proposed Elevations 1 - 807HR-1000-ZZ-LZZ-EL-A-0825 P4  
Proposed Elevations 2 - 807HR-1000-ZZ-LZZ-EL-A-0826 P2  
Proposed Sections - 807HR-1000-ZZ-LZZ-SE-A-0827 P1

Demolition Plans - 807HR-1000-ZZ-LZZ-GA-0901 P1

Street scene View - 807HR-1000-ZZ-LZZ-VS-A-0828 P2  
Proposed development View 1 - 807HR-1000-ZZ-LZZ-VS-A-0829 P2  
Proposed development View 2 - 807HR-1000-ZZ-LZZ-VS-A-0830 P2  
Proposed development View 3 - 807HR-1000-ZZ-LZZ-VS-A-0831 P2  
Proposed development View 4 - 807HR-1000-ZZ-LZZ-VS-A-0832 P1

Detailed East Elevation - 807HR-1000-ZZ-LZZ-DE-A-0833 P2  
Detailed North Elevation - 807HR-1000-ZZ-LZZ-DE-A-0834 P2  
Detailed Sections - 807HR-1000-ZZ-LZZ-DE-A-0835 P1

Cycle Storage Diagram - 807HR-1000-ZZ-LZZ-DI-A-0900 P3

Proposed GA Plan L00 - 807HR-1000-ZZ-L00-DI-A-0900 P2  
Swept Path Analysis – Hearse - VN91490-TR101 F  
Swept Path Analysis – Hearse & Large Car – VN91490-TR102 A  
Swept Path Analysis – 3.5t Delivery Van - VN91490-TR103

### **Documents**

- Arboricultural Impact Assessment (March 2020)
- Archaeological Desk Based Assessment (Doc Ref: LP3422L-DBA-v1.4)
- BREEAM Accredited Professional Stage 2 Report – Concept Design (11 August 2020)
- Construction Management Plan
- Cover Letter (5 February 2021)
- Daylight and Sunlight Assessment (10 March 2020)

- Daylight Access – Technical Note
- Design and Access Statement (May 2020)
- Design and Access Statement Addendum (January 2021)
- Energy & Sustainability Statement (17 August 2020)
- Fire Safety Review (March 2020)
- Flood Risk Assessment & Drainage Strategy (June 2020)
- Floorspace Schedules and Uses
- Framework Travel Plan (March 2020)
- Noise Impact Assessment (16 March 2020)
- Planning & Heritage Statement (April 2020)
- Planning Stage Structural Report (10 March 2020)
- Preliminary Risk Assessment (Contamination Risk Assessment) (March 2020)
- Site Waste Management Plan (10 March 2020)
- Transport Statement (April 2020)

## Appendix 3: Internal and External Consultee Representations

Stakeholder	Comment	Response
<b>INTERNAL</b>		
Carbon Management	<p><u>Energy – Overall.</u> The overall predicted reduction in CO<sub>2</sub> emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 74.8% in carbon emissions with SAP10 carbon factors. This represents an annual saving of approximately 8.33 tonnes of CO<sub>2</sub> from a baseline of 10.46 tCO<sub>2</sub>/year.</p> <p>A total carbon shortfall of 3.38 tCO<sub>2</sub>/year remains. The carbon offset contribution would therefore be around £9,633 subject to detailed design and confirmation of the measures below.</p> <p><u>Energy – Lean.</u> The applicant has proposed an improvement of beyond Building Regulations by 15.14% through improved energy efficiency standards for the entire development. It is not clear how the different elements of the build perform against the minimum 10% and 15% reduction set in Policy SI2 in the Intended to Publish London Plan for residential and non-residential elements respectively, so this is not supported.</p> <p>Phenolic foam is proposed as an insulation material. This is a synthetic material, based on plastic foam, which is not considered acceptable. The applicant needs to review natural, breathable insulation materials which are recommended by Historic England for the use in listed buildings and extensions to listed buildings. Furthermore, this material should also be used in the new build to ensure the building performs better in terms of moisture buffering properties, indoor air quality and embodied carbon.</p> <p><u>Energy – Clean.</u> The applicant is proposing to make it possible to connect the site to a DEN in the future. The site is within the Tottenham North DEN connection area and must therefore make these provisions. The plant room is situated in the middle of the site, which would make future connection more difficult. Pipework to the edge of the site, with a connection point and HIU.</p> <p>No energy reductions have been proposed based on connecting to the DEN.</p> <p><u>Energy – Green.</u> The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total saving of regulated emissions would be 74.80%.</p> <p>The solar PV array peak output would be 6.93 kWp (21 panels), which is estimated to produce around 5,985 kWh of renewable electricity per year. This would represent a carbon saving of 3.11 tCO<sub>2</sub>/year.</p>	<p>The recommended conditions address the comments, including the need for an updated energy strategy, overheating, MVHR and BREEAM accreditation (although ‘Very Good’ rather than ‘Excellent’).</p> <p>There is no proposed living roof, so proposed condition not required.</p> <p>Recommended s106 planning obligations to facilitated connection to a future DEN.</p>

Stakeholder	Comment	Response
	<p>The proposed ASHPs with a COP of 4.6 (heating) and 6.7 (cooling) will individually provide hot water and heating to the dwellings and commercial units. This seems high. It is not clear what the carbon reduction saving would be for ASHPs.</p> <p><u>Be Seen</u>. The applicant will be required to sign up to the GLA's Energy Monitoring platform once this has been opened.</p> <p><u>Overheating</u>. An overheating assessment has been done in line with CIBSE TM52 and TM59 (dated February 2020). Further detail is required to demonstrate it is policy compliant.</p> <p><u>Sustainability</u>. No BREEAM Pre-Assessment has been undertaken for the commercial element of the scheme. The applicant is aiming for 'Excellent' but has stated that it currently only achieves a 'Very Good' rating. Some explanation is provided but without a Pre-Assessment it cannot be determined whether this is policy compliant</p> <p><b><u>Updated comments</u></b> It was not clear from the previous energy report that the existing building was not being retained, as was previously discussed during the pre-application stage. Therefore, many of the comments above are not applicable.</p> <p><b>Carbon Factor</b> The applicant has used SAP10 carbon factors. However, for applications connecting to the DEN should be using SAP2012 carbon factors. This will therefore impact the % reduction under Be Lean requirements and the carbon offset contribution that would be due under the deferred contribution approach.</p> <p><b>Interim heating strategy</b> For applications connecting to the DEN, we do not accept air source heat pumps as an interim heating technology. Proposing ASHPs undermines the viability for connection for all other sites and the connection to the Energy from Waste heat source. The acceptable interim solution is the installation of gas boilers. The scheme could be future proofed by installing ASHPs in the future if the site does not connect to the DEN.</p> <p>A revised Energy Strategy will need to be submitted to revise its interim heating strategy. It would be preferable for this to be submitted prior to determination, but the detailed revised strategy can also be submitted prior to commencement of development through planning conditions/s106 obligations.</p> <p><b>Overheating</b></p>	

Stakeholder	Comment	Response
	<p>The applicant submitted an Overheating Assessment (dated August 2020) by eb7, this has been done in line with CIBSE TM59. Design parameters include openable windows to 25°, fully openable glazed doors fully openable and a g-value 0.3.</p> <p>The results demonstrate:</p> <ul style="list-style-type: none"> <li>- All habitable rooms meet DSY1 criteria 1 and 2 in the 2020s weather file, which is policy compliant.</li> <li>- Under DSY2. Flat 8 living/dining room (L/D) fails.</li> <li>- Under DSY3, the following rooms failed: Flat 1 both double bedrooms and L/D, Flat 3 double bedroom and L/D, Flat 4 double bedroom and L/D, Flat 6 double bedroom and Flat 8 L/D.</li> <li>- Under the 2050s weather file, the L/Ds of Flats 1, 3, 4, 7 and 8 fail, and the bedroom for Flat 4. Under the 2080s weather file, all habitable rooms significantly exceed the criteria.</li> </ul> <p>The report sets out that retrofit options include: sun control window film to reduce solar gains by a further 50%, providing residents with a user guide, internal blinds (white backing). Although it is not mandatory to comply with DSY2 and 3, they could be significant indicators of future heat waves. The proposed flats should be further mitigated against under DSY 2 and 2 as far as possible within the proposed development. A planning condition has been recommended below to secure further potential mitigation measures.</p> <p><b>Sustainability</b></p> <p>The BREEAM Accredited Professional Stage 2 – Concept Design report by EB7 (dated 11 August 2020) demonstrates that schemes intends to achieve BREEAM 'Excellent'. It sets out a score of 72.41 for the retail unit, with a further potential of 6.85 credits. This is strongly supported.</p> <p><b>Planning conditions</b></p> <p><u>Energy Plan</u></p> <p><i>(a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval. This should demonstrate that the development will connect to the Decentralised Energy Network (DEN) at North Tottenham, with an interim gas boiler heating solution and SAP2012 carbon factors. This report shall also set out the calculated deferred carbon offset contribution and plans showing how the development will be future proofed in case it does not connect to the DEN.</i></p> <p><i>(b) Prior to the commencement of development, the following details must be submitted to demonstrate the scheme has made sufficient provisions to connect to the North Tottenham DEN:</i></p> <ul style="list-style-type: none"> <li>• <i>A plan to show the required layout of infrastructure (including conduit space, pipes and plant room) to connect to the future DEN;</i></li> </ul>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• <i>Set out detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe routes and lengths, pipe sizes (taking account of F&amp;R temperatures and diversification) and insulation to determine heat loss from the pipes in W/dwelling in order to demonstrate losses have been minimised;</i></li> <li>• <i>Buried pipe (dry and filled with nitrogen) to LBH's approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;</i></li> <li>• <i>A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1;</i></li> <li>• <i>A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set;</i></li> <li>• <i>Determine how the offsets will be split between 'initial offset' (100% of which to be paid on commencement) and 'deferred offset'.</i></li> </ul> <p><i>(c) Prior to occupation, evidence shall be submitted that the proposed solar photovoltaic array of at least 6.93 kWp and associated monitoring equipment has been installed correctly. The solar PV array shall be maintained and cleaned at least annually thereafter.</i></p> <p><i>(d) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><b><i>Reason:</i></b> <i>To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</i></p> <p><u><b><i>Overheating</i></b></u></p> <p><i>(a) Prior to the commencement of development, evidence shall be submitted to demonstrate how the detailed design stage has explored and implemented further mitigation measures, where feasible, to reduce the risk of overheating for the development under Design Summer Years 2 and 3 for London under TM59. The submission should also outline who will own the risk of overheating and what the home user guide for future residents will include.</i></p> <p><i>(b) The development shall be built in accordance with the Overheating Assessment (dated August 2020) by eb7 and any further necessary mitigation measures identified in point (a).</i></p> <p><b><i>Reason:</i></b> <i>To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</i></p>	

Stakeholder	Comment	Response
	<p><u>MVHR</u>  Prior to installation, details of the Mechanical Ventilation and Heat Recovery (MVHR) systems shall be submitted to the Local Planning Authority. Details should include the efficiency, location of the units to ensure easy access for servicing, plans showing the rigid ducting.</p> <p><b>Reason:</b> To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9.</p> <p><u>Living Roofs</u>  (a) No development shall commence above ground floor until details of Living Roof have been submitted to and approved in writing by the Local Planning Authority.  These details shall include:  i) A roof plan identifying where the living roof will be located and what surface area it will cover;  ii) Sections demonstrating substrate of no less than 250mm for the intensive living roofs;  ii) Plans showing the inclusion of biodiversity measures for the living roof, such as details of diversity of substrate depths and types across the roof to provide contours of substrate to provide a variation in habitat, or details of log piles / flat stones for invertebrates;  iv) Details on the range of native species of planting and herbs planted to benefit native wildlife;  v) Irrigation, management and maintenance arrangements.</p> <p>(b) The approved living roof shall be provided before the buildings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.</p> <p><b>Reason:</b> To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><u>BREEAM Accreditation</u>  (a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Excellent' outcome (or equivalent).  (b) The retail/commercial units shall be not be occupied (Use Class A1/B1 or D1) until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Excellent' for that unit has been achieved. The Accreditation of 'Excellent' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</p> <p><b>Reason:</b> To ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.</p>	

Stakeholder	Comment	Response
Conservation Officer	<p>The proposed scheme would replace an undesignated building dating from the late 1940s and would infill its back land, thus seizing the opportunity to improve the quality of the conservation area through good design and a better use of its spaces.</p> <p>The existing building forms part of the historic frontage of North Tottenham Conservation Area, here characterised by a number of locally listed buildings immediately flanking the development site, but No 807 is deemed to be a much altered and bland Victorian pastiche whose material qualities have contributed to its inoffensive insertion within the historic frontage of the conservation area. However, this is one of the most heritage-sensitive stretches of the Conservation Area, being just opposite the highly significant Georgian townhouses of Northumberland Terrace and being characterised by a high concentration of listed and locally listed buildings and there is an opportunity to unveil its qualities and to declutter its back land through well- designed buildings and spaces.</p> <p>The proposed scheme stems from a careful analysis of the context and extensive discussion with the council and in its finalised iteration appears very respectful of its adjacent buildings, clearly influenced by the Georgian architecture of the most important buildings in the area and seems also very consistent with its wider context and relevant building by providing a well-proportioned contemporary reinterpretation of a classical townhouse characterised by symmetry, well-detailed windows and an elegant shopfront to ground floor.</p> <p>The development to the rear is more markedly contemporary and includes a well-integrated landscape design which helps maximizing the quality of the constrained land to the rear of No 807. Detailed design to include façade treatment, windows detailing and materials, especially in relation to the building fronting the High Road are fundamental to ensure a seamless insertion of the new buildings within the existing townscape. The proposed development is fully supported from conservation grounds and detailed design covering both buildings and landscape should be approved by the local authority.</p>	The recommended conditions would enable officers to scrutinise detailed design and external material choices.
Design Officer	The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to the Percival Court mews street. Above there will be decent quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. Conditions should ensure high quality brickwork and roof covering as well as sound detailing to the shopfront, windows (especially cills and lintels), parapet and gable.	Noted.
Drainage	The site is in CDA _61, the majority of the proposed development is in Flood Zone 1, which has a low risk of flooding, however, there is a small area that borders Flood Zone 2, which has a medium risk of flooding, with flood water level potentially reaching 0.4 to 1.0m. this would affect the non-residential	Noted

Stakeholder	Comment	Response
	<p>parts of the proposed development. The applicant has mitigated the risk by proposing to raise sockets above the flood level as mentioned.</p> <p>The site offers few opportunities to have SuDS, solutions towards the top of the hierarchy due to the space that's available. The chosen SuDS, will include Blue roofs, attenuation tank, rain water butts on the podium level so the rain water can be re-used and the possibility of the inclusion of green roofs that would contribute to biodiversity and a treatment to improve the water quality, so there is a good balance of SuDS features and the site is being maximised for the space available.</p> <p>The proposed drainage strategy will achieve a betterment of approximately 77% on the existing drainage, with the run off rate close to green field rate, the drainage system will be gravity fed and will discharge to the public sewer subject to agreement with Thames Water, at the time of reviewing the strategy the applicant was waiting for Thames Water, to respond.</p> <p>A management maintenance plan has been provided within the strategy that will be in place for the lifetime of the development, the system will be maintained by a private company to ensure the system is maintained and functions effectively.</p> <p>The Haringey, pro-forma hasn't been provided this will need to be completed and returned to the LLFA, for review, this shouldn't delay the progress of the application.</p> <p>Based on the flood risk assessment and the drainage strategy that is being proposed the LLFA, can accept the strategy in principle.</p>	
Economic Development	In support – it would be a positive investment into the High Road.	Noted.
Licensing	No comment.	Noted.
Pollution	No objection to the proposed development in relation to air quality and land contamination, subject to conditions and an informative addressing the following: Land Contamination, Unexpected Contamination, Non-Road Mobile Machinery, Combustion and Energy Plan, Demolition/Construction Environmental Management Plan and Asbestos Survey (informative)	The recommended planning conditions and informatives pick up on these issues.
Public Health	Housing quality and design. Public Health is pleased to see the design will be fitted with appropriate security measures (such as CCTV and secure access) and will create safe living conditions for our residents.	Noted.

Stakeholder	Comment	Response
	<p>We note the accessible unit (Flat 8) is located on the third floor, which is the top floor of a four-storey building. The size of Flat 8 is 66.17 m2 and there is limited access to private amenity space compared to other flats.</p> <p>Key things we would like to ensure:</p> <ul style="list-style-type: none"> <li>• The development build is [Equalities Act 2010] compliant</li> <li>• The community outdoor space is dementia friendly. A checklist of recommendations for designing dementia-friendly outdoor environments Neighbourhoods for life [is available].</li> </ul> <p><u>Air quality, noise and neighbourhood amenity.</u> Public Health were happy to see there is a shared green space proposed in this development and the resident unit as well as commercial units have their own amenity space. Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Due to the close proximity to the existing residents we would like to ensure there is a stringent construction management plan are attached to lessen construction impacts, particularly dust, noise levels and including the hours of working.</li> <li>• The Community Liaison Manager builds a strong relationship with local businesses and residents prior to the demolition and they feel confident to contact the manager. Also, to ensure there is a feedback and complaint procedure in place for residents and businesses open after working hours.</li> </ul> <p><u>Accessibility and active travel.</u> We are pleased to see sufficient bicycle storage being proposed for 20 bicycles.</p> <p>Key points we would like to see:</p> <ul style="list-style-type: none"> <li>• Consideration of 'secured by design' principles should help to inform the design of the cycle storage.</li> <li>• Details on the design of the secure cycle storage/parking spaces including the lighting used and safety measures (in line with 2016 London Cycle Design Standard, Haringey Transport Strategy)</li> <li>• Easy access to the cycle storage; single semi-transparent door and light sensors. Layout of the cycle racks. Safe and well-lit walking routes and keeping entrances in open sight lines (avoid entrances located at the back of the building)</li> <li>• Promote cycling and walking by connecting routes to wider networks</li> </ul> <p>Key point we would like to ensure:</p>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>The design proposal ensures that new housing and public realm can adapt to changes in temperature</li> </ul> <p><u>Summary.</u> Overall, this is potentially a good development with open space and private amenity space for the occupants.</p>	
Transportation	<p>Satisfied with the applicant's response to my comments. Also reassured that there is no need for a Section 278 agreement as there are no alterations to the kerb line at the junction of the High Road with Percival Court – the latest swept paths (with the updated kerb line layout) demonstrate that vehicles can exit the site without running over the footway in that location.</p> <p>No objections on transport grounds, subject to the following set of planning conditions and Section 106 planning obligations:</p> <p><b>Planning Conditions</b></p> <p>1. <u>Cycle Parking</u></p> <p>No development shall take place until details of the location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 19 long-stay and 5 short-stay cycle parking spaces for the residents, employees and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.</p> <p><u>Reason:</u> To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.</p> <p>2. <u>Delivery and Servicing Plan</u></p> <p>Prior to the first occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:</p> <ol style="list-style-type: none"> <li>Identifying where safe and legal loading and unloading can take place;</li> <li>Ensuring delivery activities do not hinder the flow of traffic on the public highway;</li> <li>Managing deliveries to reduce the number of trips, particularly during peak hours;</li> <li>Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and</li> <li>Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).</li> </ol>	The recommended planning conditions and s106 Heads of Terms pick up on these issues.

Stakeholder	Comment	Response
	<p><u>Reason:</u> To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.</p> <p>3. <u>Construction Management Plan</u></p> <p>Prior to the commencement of development, a Construction Management Plan (including a full Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> <li>a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;</li> <li>b) The estimated peak number and type of vehicles per day and week;</li> <li>c) Estimates for the number and type of parking suspensions that will be required; and</li> <li>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</li> </ul> <p><u>Reason:</u> To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.</p> <p><b>Section 106 Planning Obligations</b></p> <p>4. <u>Car-Capped Development</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car-free” and therefore no residents therein will be entitled to apply for a resident’s parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.</p> <p><u>Reason:</u> To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>5. <u>Car Club Membership</u></p>	

Stakeholder	Comment	Response
	<p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of:</p> <ul style="list-style-type: none"> <li>• two years' free membership for all residents and £50 (fifty pounds in credit) per year for the first 2 years; and</li> <li>• an enhanced car club membership for the family-sized units (3-plus bed units) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.</li> </ul> <p><u>Reason:</u> To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p>	
Tree Officer	<p>The tree is of limited value, having been subject to poor management previously. If the tree was retained and permission was granted for the new development, it would require pruning on an annual basis. In my opinion, it would be more appropriate to remove it and plant a more suitable species further away from the wall. Although I am unsure how you would get the tree owner to agree to this, would the developer fund the removal and replacement tree?</p>	<p>Addressed in October 2020 report and recommended conditions.</p>
Waste	<ul style="list-style-type: none"> <li>• It is not possible for a waste collection vehicle to enter and exit Percival Court using forward motion gears.</li> <li>• Waste collection vehicle cannot stop at entrance of Percival Court due to traffic lights (they would need to stop outside No. 803 High Road)</li> <li>• It is not possible for waste receptacles should be within 10 metres of collection vehicle.</li> <li>• Currently the council provide a timed banded collection whereby flats above shops residents can present waste for collection in sacks during specific banded times. This is an option to be considered, however this service could be altered in the future.</li> </ul> <p>The above planning application has been given a RAG traffic light status of RED for waste storage and collection, based on the waste strategy outlined in the application.</p> <p>Following revisions which locate the proposed waste store in a different location, revised comments have been received:</p> <ul style="list-style-type: none"> <li>• The occupants should present and collect their bin within a reasonable time from of it being serviced. We would expect this to be put out at 6am and bring back in by 2pm.</li> <li>• If for any reason collections did not take place meaning bins still being on street at a later time then enforcement would check with us/Veolia before taking any action.</li> </ul>	<p>It is recommended that a waste management plan be secured by planning condition, to allow the Council to approve management responsibilities.</p>

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• If a further discussion could be had with highways through the planning process to actually mark out an area for presentation of bins that would also be helpful.</li> <li>• Residents would be prohibited from using the sack service.</li> <li>• There shouldn't be a conflict between collection days and match days as collection would be between Monday to Friday when matches are in the evening.</li> </ul>	
<b>EXTERNAL</b>		
Cadent Gas	No response.	
Environment Agency	No response.	
Historic England	<p>Historic England have re-submitted their comments on the earlier application.</p> <p><b>Comment 1:</b> We note that the building is considered by the Council to make a neutral contribution to the Conservation Area, and whilst we may disagree on this, we agree that it could be replaced subject to the design of the replacement. This is particularly important given that the existing building represents a highly contextual response to the historic townscape and contributes to local character, and so sets a high bar for any replacement building.</p> <p>We do not consider that the proposals would meet the statutory test of preserving (or enhancing) the character and appearance of the Conservation Area; there would be some harm arising and this would be 'less than substantial' under the terms of the NPPF. The overall design may have beginnings of a sympathetic response, but we consider that it requires further refinement in order for the harm to be appropriately minimised. We recommend that a more thorough assessment of the visual impact of the proposals is undertaken, which should be informed by a detailed contextual analysis of their immediate built environment.</p> <p>Our primary concerns lie in the detailed design and composition of the elevation. The junction with the neighbouring historic buildings requires careful consideration and the drawings do not suggest that this has been successfully resolved, particularly to the north. The submitted drawings also generally lack detail. We strongly recommend that detailed drawings should be required at the planning stage in order to be able to assess whether the new development would match up to the subtle qualities of the existing building, and not left to condition as the design quality should inform the decision. For example, it would be desirable to use an English or Flemish bond alongside flat headed arches with gauged brickwork, which are both positive</p>	Discussed in the body of the October 2020 report. No change.

Stakeholder	Comment	Response
	<p>elements of the existing building, and are commonplace throughout this part of the Conservation Area. Stretcher bond and soldier-course lintels are not felt to be an appropriate substitute. We also question whether a buff or pale brick is an appropriate choice given the prevalence of darker soot-stained brickwork, as a new brick will not darken in the same way.</p> <p>With Paragraph 200 of the NPPF in mind, which encourages opportunities to be taken to enhance or better reveal the significance of conservation areas and the setting of listed buildings, the history of the site could further inform the design. The probable early-nineteenth century weather-boarded building, which existed on the site until the late-1930s, featured a carriage way leading to a yard known as Chapel Place. The submitted Archaeological Assessment supposes that the site was once that of a royal house, and later a coaching inn known as 'The Horns', a complex which was likely clustered around the yard. Since the carriageway and yard were historically of high importance, it could be worth exploring the possibility of subtly expressing their presence (or the historic urban grain) in the elevation design. This could enhance the understanding of, and better reveal, the significance of the Conservation Area. It could also give a certain logic to the street fronting block which would serve as the entry point to the development at the rear of the site.</p> <p><u>Recommendation.</u> Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 193 and 194 of the NPPF.</p> <p><b>Comment 2:</b> The submitted amendments relate to changes to the detailed design, including the incorporation of some of the more positive elements of the existing building. A greater level of detail on the drawings has also been provided and further 3D views have been submitted. These are all welcome changes which go some way in addressing our initial concerns.</p> <p>A specific brick blend is also now proposed. The use of a textured brick is likely to be work well in the context of the surrounding historic buildings. However, we remain of the view that the brickwork would be too pale, and that a dark brown brick would likely be more successful in mitigating the impact on the character and appearance of the Conservation Area. Should you be minded to recommend approval, you may wish to reserve the materials by condition to ensure that there is an opportunity to get this right. We also query whether the use of a different red brick for the gauged brick arches, closely mimicking surrounding historic buildings, is the right approach.</p>	

Stakeholder	Comment	Response
	<p>We originally suggested that the elevational design could be further refined and better respond to the history of the site. We continue feel that more work could be done in this respect, but we are broadly content that the harm to the Conservation Area has been reduced (subject to the choice of brick). We would be happy to participate in any future discussions regarding the design if further advice is sought, but we are happy to defer to your specialist conservation and design colleagues in this regard at this stage.</p> <p><u>Recommendation:</u> Historic England has no objection to the application on heritage grounds.</p> <p>However, we consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 193 and 194 of the NPPF.</p> <p>In determining this application, you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.</p> <p>Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.</p>	
Historic England (GLAAS)	<p>I welcome the submitted archaeological assessment which notes that until 1812, the site was that of The Horns, a roadside inn with very early roots and possible royal connections. The site has certainly been occupied since at least the early seventeenth century and its historical significance could be beneficially articulated in any consented scheme.</p> <p>Because of the above, I recommend that any planning decision be informed by the results of archaeological field evaluation. This work should also feed into design and public realm elements of an acceptable scheme, if the fieldwork results are significant.</p> <p>Because of this, I advise the applicant completes these studies to inform the application: An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques</p>	Discussed in the body of the October 2020 report and covered by condition.

Stakeholder	Comment	Response
	<p>depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p><b>Comment 3 (further comments):</b> If the LPA strongly wishes to grant permission in advance of archaeological investigation, two detailed conditions are recommended (Written Scheme of Investigation prior to demolition and foundation design).</p>	
London Fire Brigade	The London Fire Commissioner is satisfied with the proposals for firefighting access.	Noted (different from comments on earlier application).
Metropolitan Police (DOCO)	<p>Lighting works well, but I did note some other concerns and have some further concerns that they need to address during the design and build stage:</p> <ul style="list-style-type: none"> <li>• Communal entrance doors, front and rear – these need to be accredited products to LPS1175 Sr2 or equivalent</li> <li>• Access from the disabled car parking space needs to be managed</li> <li>• Bin store and cycle store doors need to be single doors and accredited</li> <li>• Access control system needs to be reviewed due to the multiple doors and dual access to commercial and residential</li> <li>• Rear residential door needs protection from off street parking blocking the door</li> </ul>	See recommended planning condition.
National Grid	No response.	
Thames Water	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water, we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</a></p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting</p>	Informative added as requested.

Stakeholder	Comment	Response
	<p>our pipes. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>.</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>. Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="https://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.</p>	

Stakeholder	Comment	Response
	<p>Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p>Transport for London</p>	<p>Overall, no objections, subject to the comments below being followed:</p> <p>Parking</p> <ul style="list-style-type: none"> <li>• 24 cycle spaces will be provided, 5% of which will be able to accommodate larger cycles in line with London Plan policy T5 (Cycling). All cycling should be designed in line with London Cycling Design Standards (LCDS). Cyclists should not have to navigate more than two doors to access an internal cycle storage area.</li> <li>• All short cycle parking should be provided on site, within the public realm close to building entrances. High Road is part of the Strategic Road Network (SRN). TfL would therefore not support additional cycle stands located on the High Road due to impact on pedestrian comfort level and street space.</li> <li>• The development will be car free, save for 1 disabled parking space which is acceptable in line with policy T6 (Car parking) of the London Plan and therefore welcomed by TfL. It is noted the area is in a Controlled Parking Zone (CPZ), and thus all future occupants of the site should be restricted from applying for a parking permit.</li> <li>• TfL queries where hearses will be stored when not in operation if the final use of the development is a funeral directorate.</li> </ul> <p>Deliveries and servicing</p> <ul style="list-style-type: none"> <li>• It is understood most of the servicing will occur on the existing loading bay on High Road. Given the anticipated number of deliveries is low, this is acceptable.</li> <li>• It is welcomed that deliveries and servicing will occur outside of peak AM and PM hours, as this will reduce congestion on the highway network. Delivery movements should also consider the event times at the local Tottenham Hotspur stadium.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>• TfL strongly welcomes the proposed consolidation of deliveries as this will ensure efficient and sustainable freight movement in line with policy T7 (Deliveries, servicing and construction) of the London Plan.</li> </ul>	<p>The scheme addresses most of the issues raised. Others are addressed in the body of the report and by recommended planning conditions.</p> <p>Hearses would be stored on site in proposed parking spaces.</p>

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• It is noted deliveries will be turned away if a vehicle is already unloading on site. Therefore, we suggest the employment of a delivery booking system where viable, or the use of a holding area nearby to reduce congestion and unacceptable parking. A holding area will enable vehicles to wait at a suitable location near the site where they can be called to site when appropriate and at short notice.</li> <li>• The submitted Construction Management Plan (CMP) refers to a Construction Logistics Plan (CLP). We have not had access to this document. TfL should be consulted on the CLP, which should be secured by condition and designed in line with TfL guidance: <a href="https://constructionlogistics.org.uk/wp-content/uploads/2020/03/CLP-Guidance-by-CLOCS-March-2020-v1.5.pdf">https://constructionlogistics.org.uk/wp-content/uploads/2020/03/CLP-Guidance-by-CLOCS-March-2020-v1.5.pdf</a> The following points should be addressed in the CLP:</li> <li>• The delivery times of the construction vehicles and a swept path analysis for construction vehicles.</li> <li>• The use of Fleet Operators Recognition Scheme (FORS) operators or similar.</li> <li>• Temporary obstructions during the construction and delivery must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians.</li> </ul> <p>General</p> <ul style="list-style-type: none"> <li>• TfL queries if they E use class would be restricted by condition.</li> </ul>	

## Appendix 4: Internal and External Consultee Representations

Commentator	Comment	Response
Resident, Lawrence Road	This looks like a well put together and considered scheme	Noted.
GIM Property, freeholder of Nos. 803-805 High Road	<p>Generally, our clients have the same concerns that were raised in correspondence to you on the 7 July 2020 in respect of application No. HGY/2020/1361.</p> <p>The Bricklayers Arms Public House was constructed in the late 19th century and has traded as a public house on the High Road throughout to date. It is noted that the application seeks to provide a substantial number of residential units on the site, considerably more than the residential accommodation that serves the building at present. There are three flats that will have amenity space immediately adjacent to the Public House trade garden – one at ground floor and two balconies at first and second level that will also overlook the garden</p> <p>Our clients main concern is that they have traded this property many years and in January of this year, agreed a new License with the Council for the garden and the servery to be able to trade until 10pm on every night of the week. The current License in respect of the internal areas of the property remains for use up until 1am all nights of the week. It is therefore considered that the current trading situation will have an impact on any nearby residential accommodation. In the long term our clients do not wish to find that their trade has been restricted by this new development.</p> <p>Previously we drew attention to a number of statements contained within the daylight and sunlight assessment prepared by Hydrock Consultants Ltd. Several of the have been addressed, however, in item 4, existing building impact assessment, the VSC factor shows a reduction to every window at every floor level in both Nos. 803 and 805 High Road with 2 no windows at first floor level continuing to fail to provide the recommended level of light into the building. We therefore remain of the view that our client's residential accommodation is definitely impacted by the proposed development.</p> <p>Our clients position remains that they have concerns regarding the long-term position that the Public House has in the community and the affect that this development will have on the business.</p>	<p>Recommended noise and obscure glazed window conditions should ensure that the proposed homes would safeguard the long-term use of the beer garden.</p> <p>The impacts on the daylight of residents living on the upper floors of Nos. 803-805 High Road is considered acceptable.</p>

<b>Commentator</b>	<b>Comment</b>	<b>Response</b>
Councillor Bevan	<p>I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 17 years as a Councillor for this ward.</p> <p>Given the prominent location of this site I would request that the input of the Conservation Officer and the implementation of this Officers recommendations would be essential as to the progression of this application, in particular relating to the height of this proposal.</p>	<p>Noted. The Conservation Officer has been consulted on the application (see main report &amp; Appendix 3).</p>

## Appendix 5 – Images of the site and proposed scheme



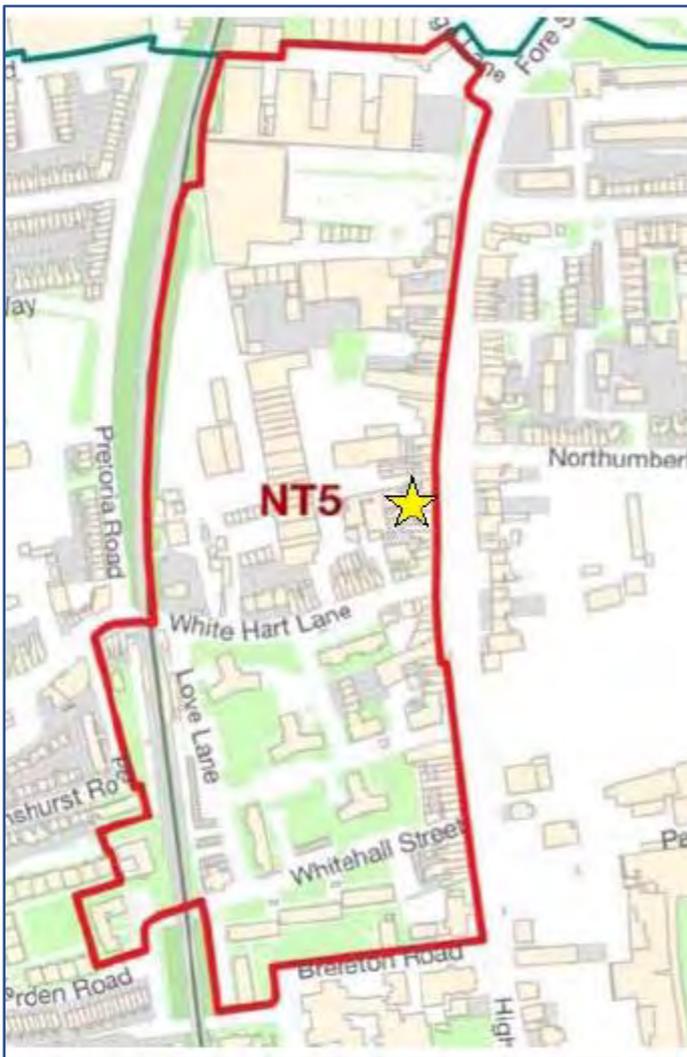
The site – frontages on to High Road and Percival Court



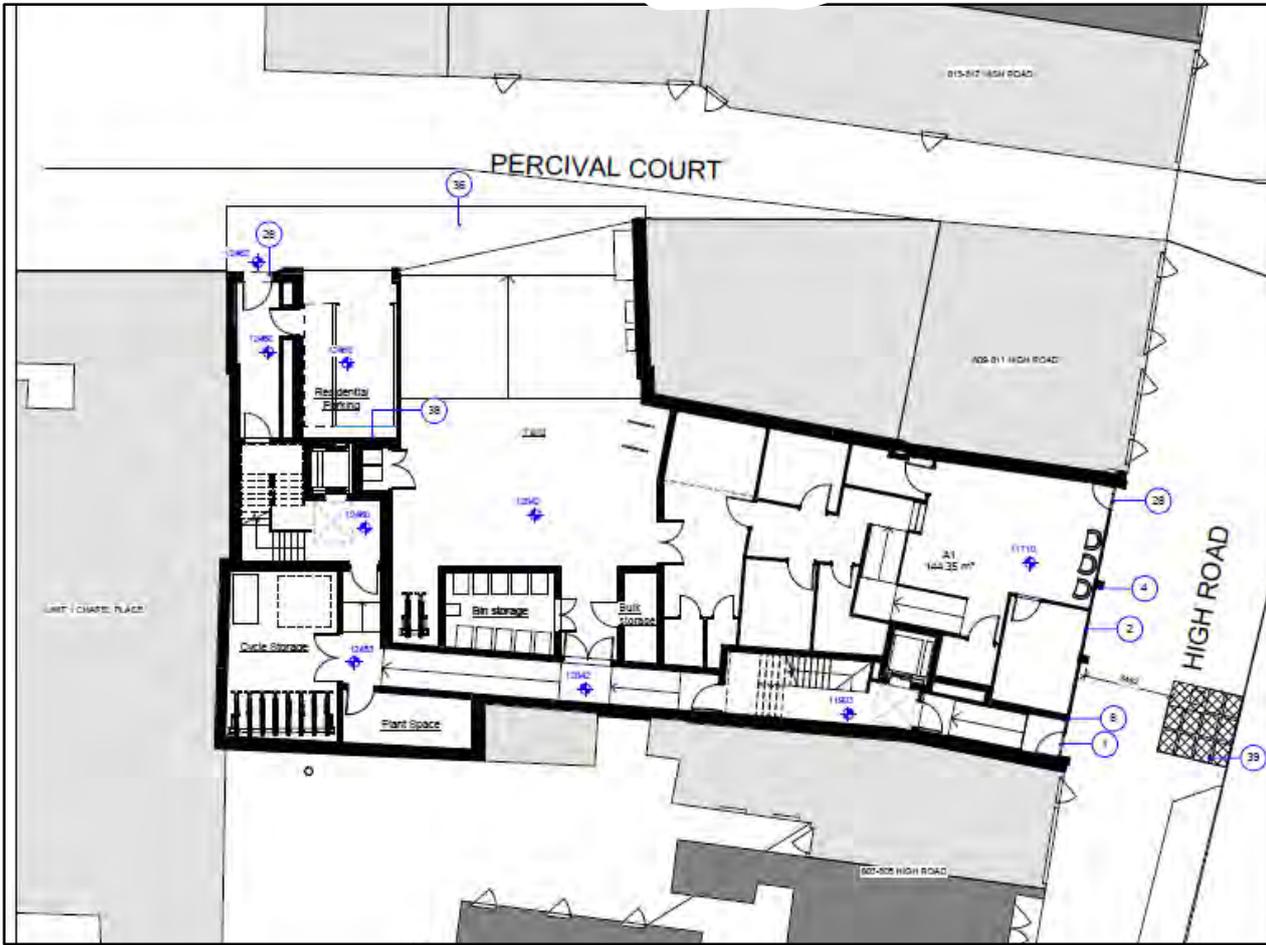
Existing High Road frontage



Existing Percival Court frontage



Site Allocation NT5 (site identified by ) and site in High Road West Masterplan Framework Area



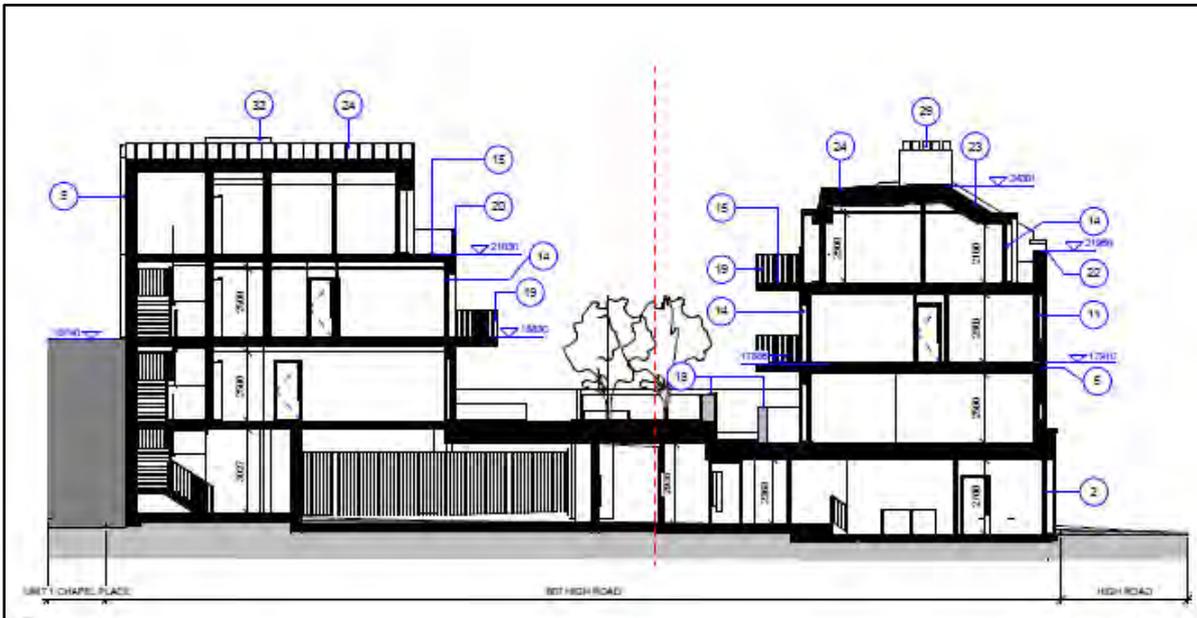
**Proposed ground floor plan**



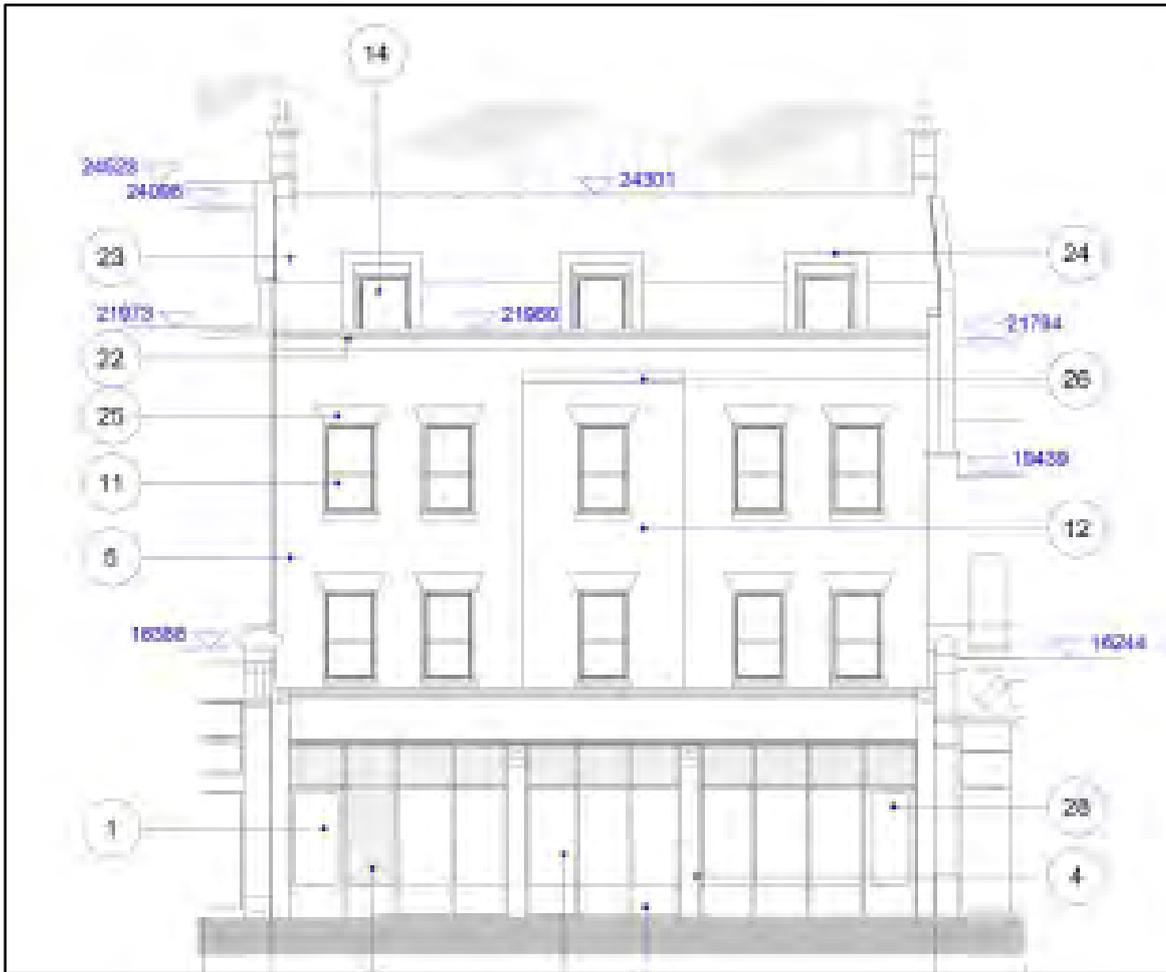
**Proposed 1<sup>st</sup> floor plan**



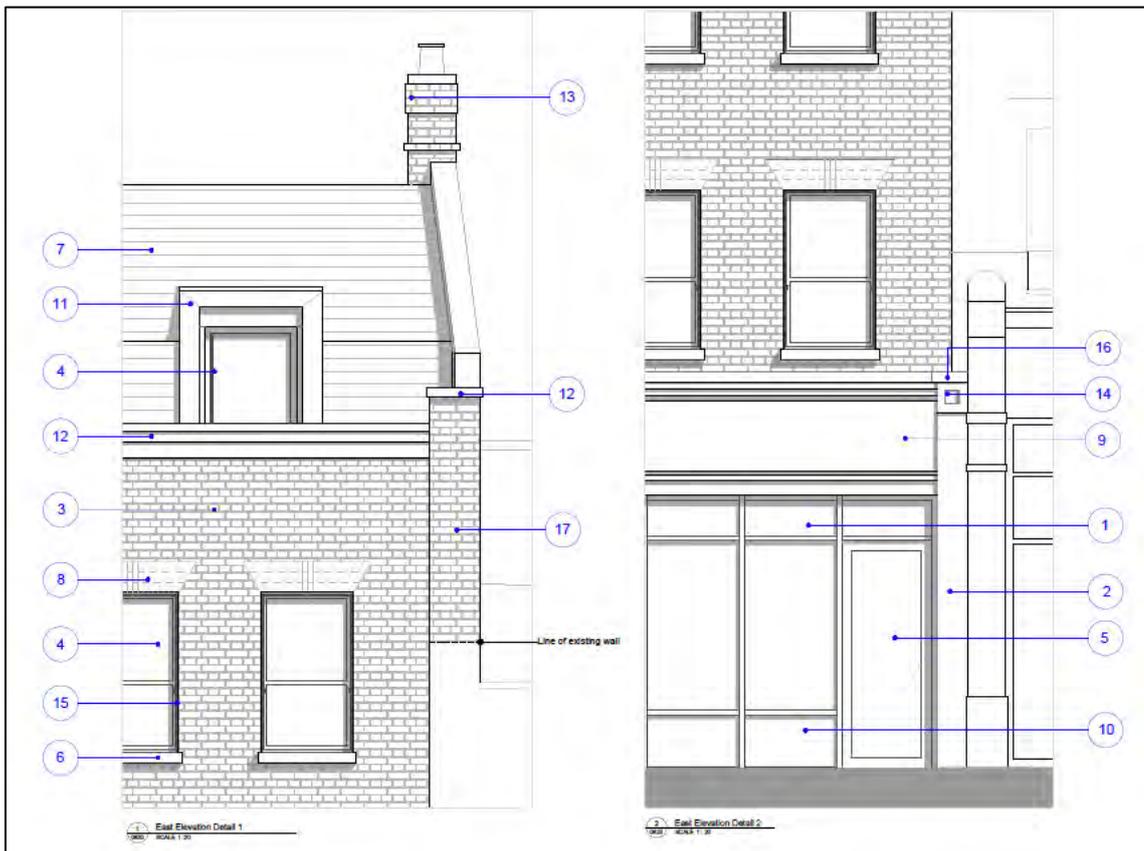
**Proposed 3<sup>rd</sup> floor plan**



**Proposed section – Block A (fronting High Road) on right and Block B on the left**



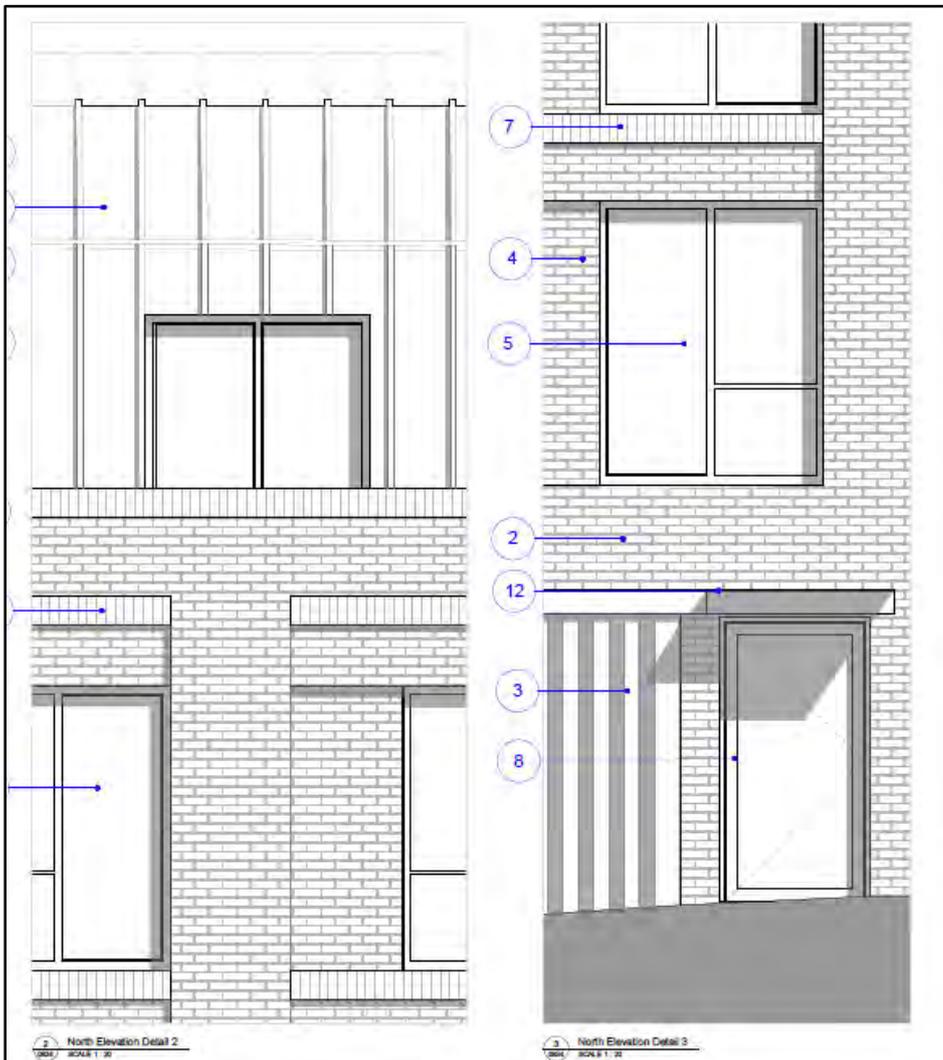
**Block A – High Road frontage**



## Block A – High Road frontage details



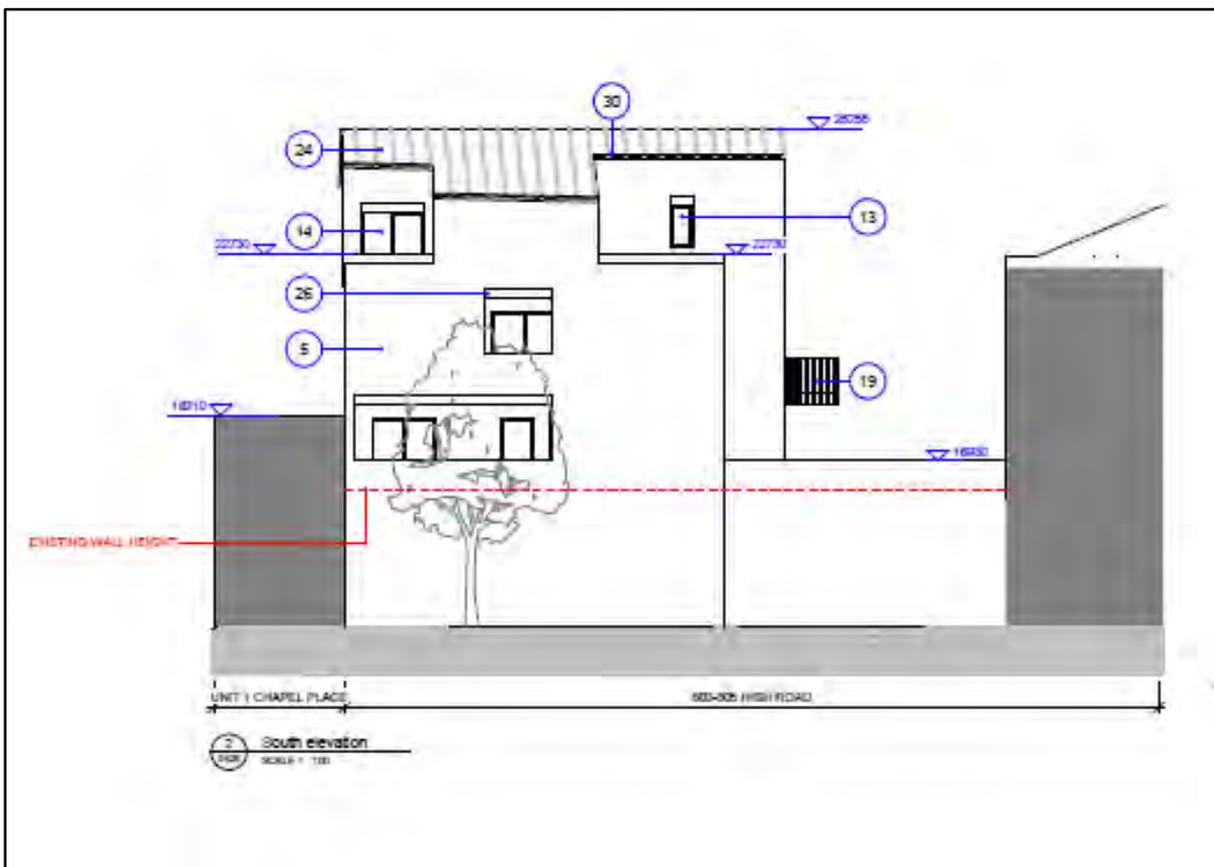
## Blocks A and B – Percival Court frontage



## Block B Percival Court – detail



## Block B western elevation (facing rear of Block A)



## Block B southern elevation (facing the Bricklayers Arms PH garden)



1 Existing Photograph  
08/17 SCALE: 1/125



2 Proposed Development View  
08/17 SCALE: 1/125

**High Road frontage – photomontage showing existing and proposed (looking south from junction with Northumberland Park)**

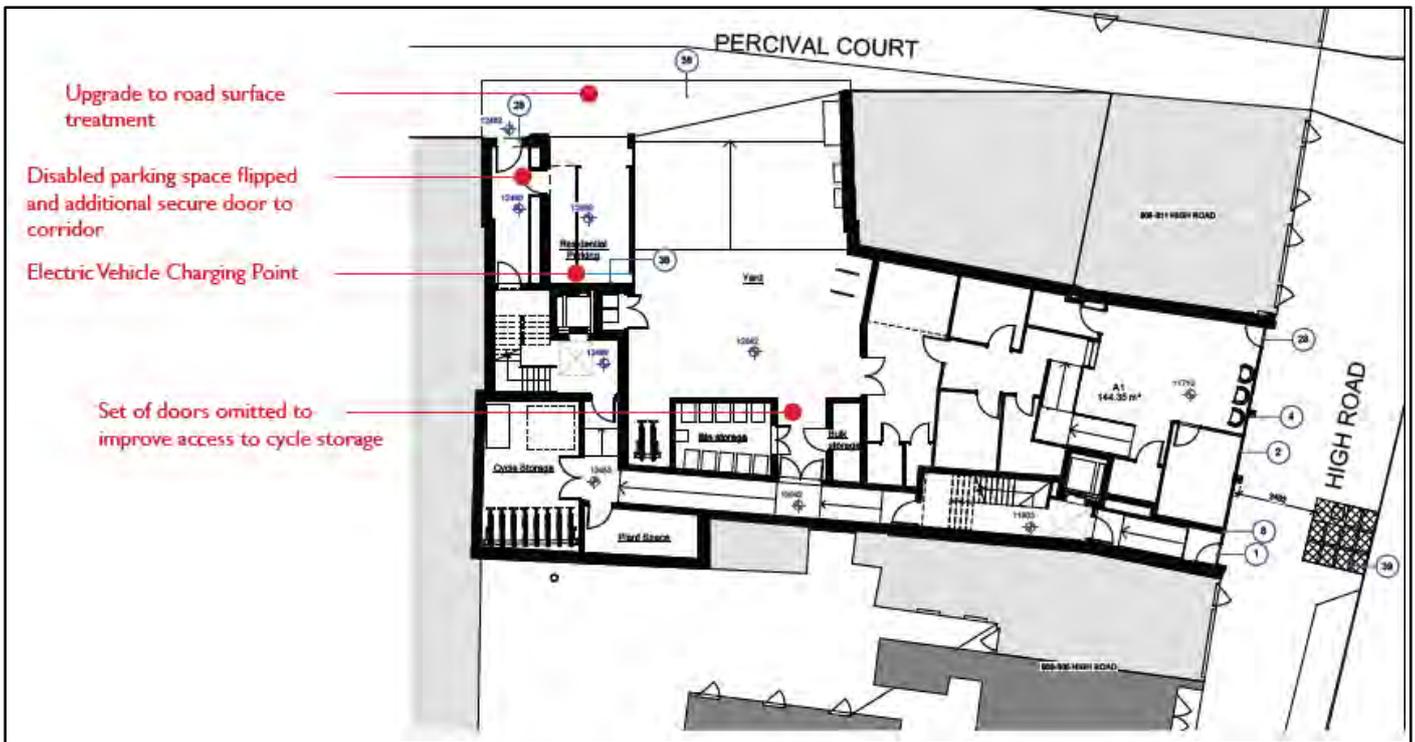


1 Existing Photograph  
SCALE: 1:100

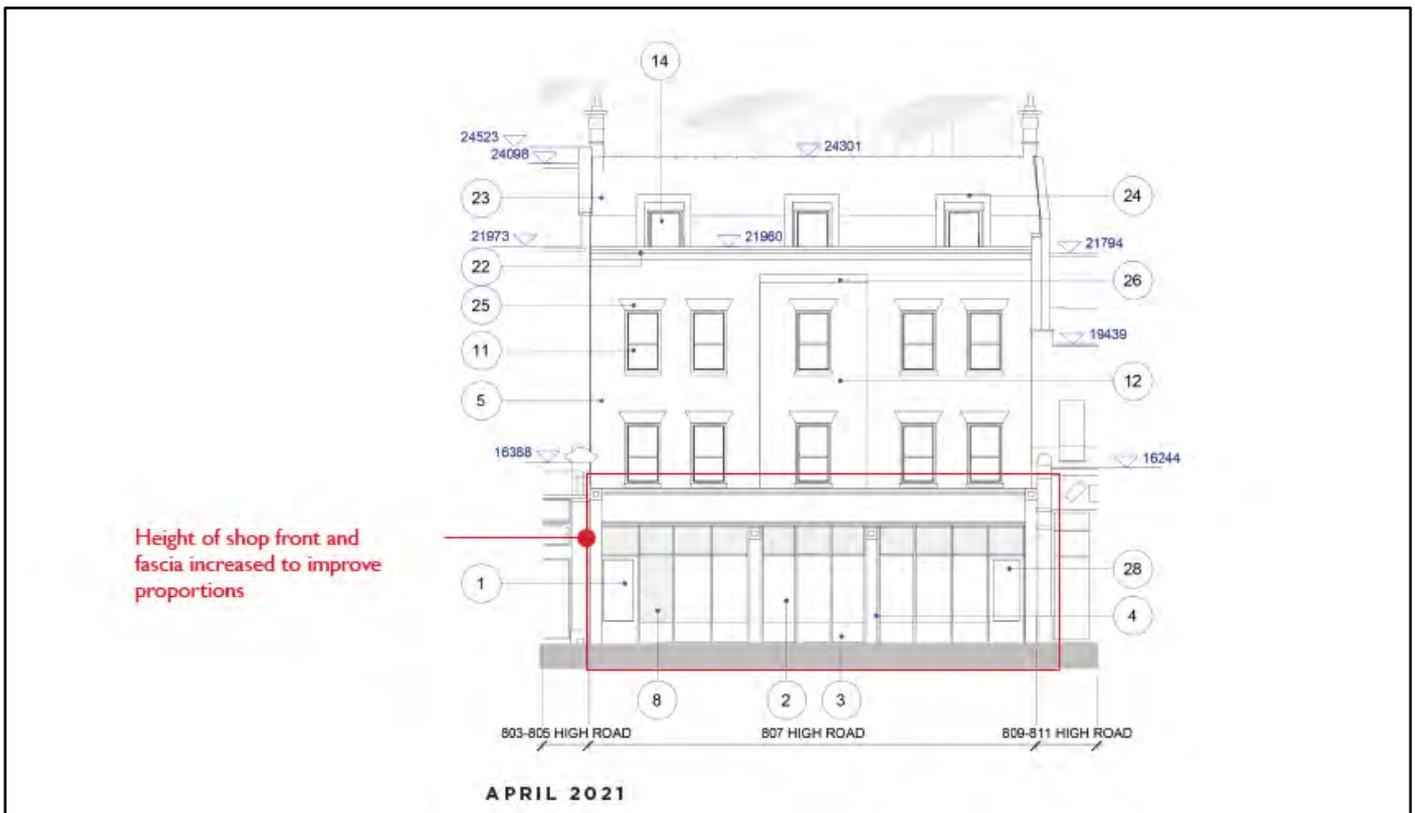


2 Proposed Development View  
SCALE: 1:100

**High Road frontage – photomontage showing existing and proposed (looking north up High Road)**



**Ground floor plan – changes from earlier application scheme**



**High Road elevation – changes from earlier application scheme**



**Percival Court elevation – changes from earlier application scheme**

ADDENDUM REPORT FOR ITEMS

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 9

<b>Reference No:</b> HGY/2021/0441	<b>Ward:</b> Northumberland Park
<b>Address:</b> Nos. 807 High Road, N17 8ER.	
<b>Proposal</b> - Full planning application 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	
<b>Applicant:</b> Tottenham Hotspur Football Club (THFC).	
<b>Ownership:</b> Private	

**2 RECOMMENDATION**

**Section 106 Heads of Terms:**

New (12) Percival Court: To implement approved surface improvements to the section of Percival Court in its ownership and use reasonable endeavours to work with adjoining landowners to secure a scheme of surface improvements to land outside the applicant's ownership prior to first occupation.

.....

**6. LOCAL REPRESENTATIONS**

6.4 The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:

No of individual responses: ~~3~~ **2**

Objecting: **None**.

Supporting: 1 individual.

Ward Cllr: A comment was received from Cllr Bevan.

**Appendix 4: Internal and External Consultee Representatives**

The objection by GIM Property (noted twice, in digital and hard copy), freeholder of Nos. 803-805 High Road has been withdrawn.

.....

## **7.0 ASSESSMENT OF REVISIONS TO PROPOSED DEVELOPMENT AS REVISED**

### **Impact on Amenity of Future Residents and Adjoining Occupiers**

7.33 ... The current License (as varied in January 2021) allows for **the bar in** the pub garden to be **used open** until 10.00pm (Monday to Sunday) **(with consumption in the pub garden ending at 11.00pm as before)** and the internal bar and other areas **open** up to **12.30am Sunday to Thursday** and **01.30am on Friday and Saturday**.

Planning Sub Committee

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2020/1361

**Ward:** Northumberland Park

**Address:** Nos. 807 High Road, N17 8ER.

**Proposal** - Full planning application for the demolition of existing buildings and the erection of a replacement building up to four storeys to include residential (C3); retail (A1); and flexible D1/B1 uses; hard and soft landscaping works including a residential podium; and associated works.

**Applicant:** Tottenham Hotspur Football Club (THFC).

**Ownership:** Private

**Case Officer Contact:** Graham Harrington

**Site Visit Date:** 30 August 2020.

**Date received:** 11 June 2020. **Last amended:** 21 September 2020.

**Plans and Document:** See **Appendix 1** to this report.

1.1 The application has been referred to the Planning Sub-committee for decision as it is a major application that is also subject to a s106 agreement.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;
- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;

- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network too help reduce carbon emissions.

## 2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informative and signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than **31 January 2021** or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

**Conditions Summary** – (the full text of recommended conditions is contained in Appendix 7 of this report).

- 1) 4-year time limit
- 2) Development to be in accordance with approved plans.
- 3) Contract for replacement building (Blocks A and B) before demolition of existing building
- 4) Accessible Housing
- 5) BREEAM Accreditation
- 6) Block A – Noise Attenuation 1
- 7) Block A – Noise Attenuation 2

- 8) Mechanical Plant Noise
- 9) Tree retention
- 10) Landscape Details
- 11) Opaque Glazing
- 12) Opaque Glazed Screen
- 13) External Materials and Details
- 14) No Plumbing on outside of buildings
- 15) No grills on outside of Block A
- 16) Secured by Design
- 17) Fire Statement
- 18) Updated Energy and Sustainability Statement
- 19) Overheating
- 20) MVHR
- 21) Domestic boilers
- 22) Land Contamination – Part 1
- 23) Land Contamination – Part 2
- 24) Unexpected Contamination
- 25) Archaeology 1
- 26) Archaeology 2
- 27) Cycle Parking Provision
- 28) Delivery and Service Plan
- 29) Residential Waste Management Plan
- 30) Construction Logistics Plan
- 31) Demolition/Construction Environmental Management Plans
- 32) Impact Piling Method Statement
- 33) Business and Community Liaison
- 34) Telecommunications

**Informatives Summary** – (the full text of Informatives is contained in Appendix 7 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Heritage assets of archaeological interest
- 9) Written Scheme of Investigation – Suitably Qualified Person
- 10) Written Scheme of Investigation - Deemed Discharge Precluded
- 11) Composition of Written Scheme of Investigation
- 12) Disposal of Commercial Waste
- 13) Piling Method Statement Contact Details
- 14) Minimum Water Pressure
- 15) Paid Garden Waste Collection Services

- 16) Sprinkler Installation
- 17) Designing out Crime Officer Services
- 18) Land Ownership
- 19) Site Preparation Works
- 20) Tree works

### **Section 106 Heads of Terms:**

- 1) **Car Free:** No Residents Parking Permits for future residents (except Blue Badge) – financial contribution to meet TMO costs (£4,000);
  - 2) **Affordable housing:** Financial contribution towards off-site provision if commercial unit on first floor of Black A is converted to residential use.
  - 3) **Energy:** (a) Submit a further revised Energy & Sustainability Statement for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years, pay an additional Deferred Carbon Offset Contribution.
  - 4) **Initial Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable upon commencement);
  - 5) **Deferred Carbon Offset Contribution:** Amount to be determined in further revised Energy & Sustainability Statement (payable after 10 years, if no connection to DEN);
  - 6) **Be Seen:** Commitment to uploading data to the GLA's Energy Monitoring platform.
  - 7) **Employment & Skills Plan:** (a) Local Labour during construction, (b) Construction Apprenticeships and (c) Apprenticeship Support Contribution;
  - 8) **Construction:** (a) Commitment to Considerate Contractor's Scheme and (b) signing up to Construction Partnership.
  - 9) **Monitoring:** Borough monitoring costs in accordance with para. 5.42 of the Planning Obligations SPD (approx. £4,200).
- 2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:
- i. In the absence of legal agreement securing Traffic Management Order (TMO) amendments to prevent future residents from obtaining a parking permits, the proposals would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking

impacts. As such, the proposal would be contrary to London Plan Policies 6.9, 6.11 and 6.13, Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

- ii. In the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that the commercial unit in Block A is converted in to a dwelling, the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13, and Policy TH12.
  - iii. In the absence of a legal agreement securing the implementation of a further revised Energy & Sustainability Statement, including connection to a DEN, and carbon offset payments, the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
  - iv. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies 5.3, 7.15, Policy SP11 and Policy DM1.
- 2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
  - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

## **CONTENTS**

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

### **APPENDICES:**

- Appendix 1: Plans and Documents List
- Appendix 2: Quality Review Panel Report 6 February 2019
- Appendix 3: Planning Sub-Committee Minutes 10 February 2020
- Appendix 4: Internal and External Consultee representations
- Appendix 5: Neighbour representations
- Appendix 6: Images of the site and proposed scheme
- Appendix 7: Conditions & Informatives

### **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1. Proposed Development**

- 3.2. Changes to the Use Classes Order 1987 came in to force on 1 September 2020. The Regulations that introduced the changes require Local Planning Authorities to determine applications that were submitted prior to this date in accordance with the previous use classes. This report therefore refers to the previous use classes throughout.
- 3.3. Demolition of all buildings on the site and the erection of a single building covering the whole site, comprising a four-storey Block A fronting the High Road and a four-storey Block B at the rear fronting on to Percival Court.
- 3.4. Block A would comprise a shop and covered yard area (A1) on the ground floor (running through to part of the ground floor of Block B to the rear), a commercial unit on the first floor (dentist surgery or office) (D1/B1) and one residential flat (C3) on each the third and fourth floors. The ground floor shop and covered yard would be approx. 144sqm in size and the first-floor commercial unit would be approx. 70sqm.
- 3.5. The ground floor shop unit and covered yard has been designed so that it could accommodate a funeral director, to facilitate the relocation of Co-operative Funeral Care from Nos 804-806 High Road, and the first-floor commercial unit has been designed to accommodate the dentist surgery that is currently in No. 802 High Road. Such relocations would help enable the implementation of the proposed 'cultural quarter' in Northumberland Terrace and land to the rear (Planning and Listed Building Consent applications HGY/2020/1584 and 1586), considered separately on this committee meeting's agenda). However, this is not certain and the two proposed schemes are not dependent on each other or technically linked.
- 3.6. Block B would comprise part of proposed shop's covered storage area and bin and cycle stores on the ground floor, with seven residential flats (C3) on first, second and third floors above.
- 3.7. Residential access to the proposed flats would be both from residential entrances on the High Road and Percival Court, with connecting corridors and spaces linking these entrances. Vehicular access to the proposed covered yard would be via Percival Court. A podium garden space on the roof of the single-storey covered yard would provide a communal amenity space for the proposed homes in both Blocks.
- 3.8. An off street car parking space for occupiers of the proposed 'wheelchair accessible' home would be included in Block B (accessed by Percival Court).

Separate covered residential and commercial cycle parking would be included in a cycle store at the bottom of Block B and in the covered yard respectively.

### 3.9. **Site and Surroundings**

- 3.10. The site is 'L' shaped and wraps around the rear of Nos. 808-811 High Road. It has frontages on both the High Road and Percival Court, which runs off from the High Road to the north. The High Road frontage building is three-storey (the third storey being in the roof slope) and two-storey buildings front Percival Court.
- 3.11. Percival Court is a narrow private shared surface access road that provides vehicular access to the site and car parking areas to the north and west and pedestrian access to homes on the upper floors of No. 813 High Road. To the rear (west) is the Peacock Industrial Estate, accessed from White Hart Lane.
- 3.12. The ground floor of the linked buildings is currently used on an ad hoc basis by THFC for training purposes for match day staff and storage. The upper floors of the buildings are vacant. It is understood that the ground floor was previously a night club and the upper floors were originally residential.
- 3.13. The site is within Tottenham North Conservation Area. The existing buildings are not listed (either statutorily or locally) and the frontage building is identified as making a neutral contribution to the character and appearance of the area. Nos. 809-811 to the north (a take-away on the ground floor and housing above) and Nos. 803-805 (The Bricklayers Arms pub on the ground floor and housing above) to the south are locally listed buildings.
- 3.14. Immediately opposite the site on the east side of the High Road is Northumberland Terrace, a terrace of mainly listed Georgian buildings.
- 3.15. The site is in Flood Zone 1 but borders Flood Zone 2, is within the Tottenham North Controlled Parking Zone and Tottenham Event Day CPZ and has a PTAL of 5. It has following development plan designations:
- North Tottenham Growth Area;
  - Site Allocation 'NT5' (High Road West), proposed for major mixed-use development;
  - The Tottenham High Road Local Shopping Centre;
  - North Tottenham Conservation Area (High Road West).
  - An Archaeological Priority Area; and
  - A Critical Drainage Area.
- 3.16. **Relevant Planning and Enforcement History**

- 3.17. HGY/2019/1743: repair and restoration work to front façade and non-illuminated fascia sign, approved in August 2019.
- 3.18. HGY/2016/0165: change of use from D2 to D1 including external alterations, approved in May 2016.
- 3.19. HGY/2015/1014 & HGY/2014/0742: two separate applications to change the use from D2 to D1 (non-residential institution), both refused in May 2014 and June 2015 respectively on the following grounds: (i) hours of use, operation and activity would have a detrimental amenity impact on adjacent occupiers; (ii) adverse highways impacts arising from increase vehicle movements.
- 3.20. HGY/2007/0850: demolition of existing buildings and erection of 3 storey office block and 3 x 2 storey two bed houses, approved in April 2007.
- 3.21. HGY/2007/0279: internal alterations associated with HGY/2006/0279 to provide an additional residential unit, approved in March 2007.
- 3.22. HGY/2006/2182: Redevelopment and erection of 2 storey rear extension at 1st/2nd floor level to create 4 self-contained flats, alongside the change of use of the ground floor from a nightclub to retail – approved in December 2006.
- 3.23. **Consultation and Community Involvement**
- 3.24. The applicant has consulted with Co-Operative Funeral Care of its possible re-location from Nos. 804-806 High Road and held discussions with the Metropolitan Police Designing Out Crime Officer. The application scheme was also presented to the THFC Business and Community Liaison Group on 18 February 2020.
- 3.25. Emerging proposals for this site and Northumberland Terrace opposite were considered by Haringey's Quality Review Panel (QRP) on 6 November 2019. The QRP Reports is attached as **Appendix 2**.
- 3.26. Emerging proposals for this site and the Northumberland Terrace opposite were presented to the Planning Sub-Committee at pre-application stage on 10 February 2020. The minutes of this item are attached as **Appendix 3**.

## 4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the applications:

### Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design
- LBH Drainage
- LBH Economic Development
- LBH Environmental Health/Pollution
- LBH Health in all Policies
- LBH Housing
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

### External Consultees

- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Tottenham CAAC
- Tottenham Civic Society
- Transport for London

4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in **Appendix 4**.

Internal:

**Carbon Management** – Officers are not wholly satisfied with the applicant's revised Energy & Sustainability Statement and it is recommended that a condition requires the submission and approval of an updated Statement before the commencement of development. However, subject to this and S016 planning obligations to facilitate connection to the proposed DEN and initial and deferred carbon offset contributions and conditions on other matters, there are no objections.

**Conservation Officer** – The proposed scheme would replace an undesignated building dating from the late 1940s and would improve this part of the North Tottenham Conservation Area through good design and a better use of its spaces. The proposed scheme is respectful of its neighbours and wider context and would provide a well-proportioned contemporary reinterpretation of a classical townhouse characterised by symmetry, well-detailed windows and an elegant shopfront to ground floor. The proposed development to the rear is more markedly contemporary and includes a well-integrated landscape design. Detailed design to include façade treatment, windows detailing and materials, especially in relation to the building fronting the High Road are fundamental to ensure a seamless insertion of the new buildings within the existing townscape. The proposed development is fully supported.

**Design Officer** – The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to the Percival Court mews street. Above there will be decent quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. Conditions should ensure high quality brickwork and roof covering as well as sound detailing to the shopfront, windows (especially cills and lintels), parapet and gable.

**Drainage** – No objections

**Economic Development** – We note the redevelopment would have 215sqm of non-residential space, and are generally supportive of this application.

**Pollution** – No objection, subject to conditions and an informative.

**Public Health** – Overall, this is potentially a good development with open space and private amenity space for the occupants. Shared cycle space should be reviewed. No room measurements limit our response.

**Transportation** – (Subject to S106 obligations and satisfactory receipt and review of conditions relating to the cycle parking and waste/recycling collection arrangements, plus a Construction Logistics Plan, Transportation do not object to this application.

**Tree Officer** – The tree (in pub garden at Nos. 803-805) is of limited value, having been subject to poor management previously. If the tree was retained and permission was granted for the new development, it would require pruning on an annual basis. In my opinion, it would be more appropriate to remove it and plant a more suitable species further away from the wall.

**Waste Management** – (1) It is not possible for a waste collection vehicle to enter and exit Percival Court in forward gear. (2) Waste collection vehicle cannot stop at entrance of Percival Court due to traffic lights. (3) It is not possible for bins to be within 10 metres of collection vehicle. Following revisions, no objections subject to residents presenting and collecting their bins to the High Road frontage around collection times (to be secured by condition)

External:

**Historic England** – Initial comments refer to the existing building being of some merit and raise concern that there were insufficiently detailed elevations for the proposed High Road frontage building to consider the merits of the proposed replacement. Following the submission of further details, Historic England continue to consider that more work could be done to better respond to the history of the site, but raise no objections to the application (although it queries the use of different red brick for the gauged arches and recommends the use of a lighter main brick).

**Historic England – Archaeological Service (GLASS)** – The site is likely to include heritage assets of archaeological significance (The Horns, a roadside inn with very early roots and possible royal connections). Preference for archaeological investigation prior to determination, but if the LPA strongly wishes to grant permission in advance of archaeological investigation, two detailed conditions are recommended (Written Scheme of Investigation prior to demolition and foundation design).

**London Fire Brigade** – (1) Both stair cores need to have dry risers and inlets should be located on external wall within 18m of parked fire engine (2) Strong recommendation for sprinklers.

**Metropolitan Police (Designing Out Crime Officer)** – The DOCO has met with the design team. No objection, subject to conditions

**Thames Water** – No response.

**Transport for London** – (1) Welcomes separation of residential and commercial cycle parking, but concerned about security of commercial parking (2) Details needed on how conflicts between cyclists and vehicles are to be minimised – suggest signage or markings (3) A Construction Logistics Plan should be secured by condition (4) a Delivery & Service Plan should be secured by condition.

## 5 LOCAL REPRESENTATIONS

5.1. On 17 June 2020, notification was sent to the following:

- 218 Letters to neighbouring properties
- 2 Letters to Haringey-based organisations (as noted above)
- 1 site notices erected in the vicinity of the site, publicising:
  - Planning application
  - development affecting the setting of the North Tottenham Conservation Area and Listed Buildings
- Press Advertisement (placed in Enfield Independent on 24 June 2020) advertising:
  - Major application affecting a conservation area and Listed Buildings

5.2. The number of representations received from neighbours, local groups etc in response to both rounds of consultation were as follows:

No of individual responses: 4  
Objecting: 1 individual.  
Supporting: 2 individuals.  
Others: 1 comment from Tottenham CAAC

5.3. The full text of neighbour representations and the officer response are set out in **Appendix 5**.

5.4. The main issues raised in representations are summarised below.

Objections:

- The owners of the Nos. 803-805 High Road (Bricklayer's Arms) are concerned that flats would be built immediately next to a pub beer garden and that this may lead to restrictions on use of the beer garden in the evenings. They also object to two windows proposed in the party wall and the impact that the proposal would have on daylight to residential windows on the upper floors. Other concerns include impact during construction and impact on structural integrity issues.

Support:

- Local resident – general support, but need for further details and need to avoid externally mounted roller shutters
- Councillor Bevan – general support, subject to ensuring that internal shopfront shutters are used (lattice type, not solid steel).

Other:

- Tottenham CAAC – Noted that Conservation and Design officers and the Quality Review Panel are supportive. Need further detailed section of the façade.

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the Development
2. Policy Assessment
3. Development Design
4. Heritage Conservation
5. Housing mix and residential quality
6. Impact on Amenity of Adjoining Occupiers
7. Transportation and Parking
8. Energy, Climate Change and Sustainability
9. Flood Risk, Drainage and Water Infrastructure
10. Trees
11. Ecology
12. Waste and Recycling
13. Land Contamination
14. Archaeology
15. Equalities
16. Conclusion

### **6.2 Principle of the development**

#### *6.2.1 Policy Background*

6.2.2 The National Planning Policy Framework NPPF was updated in July 2018 and minor clarifications to the revised version were published in February 2019. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

#### *6.2.3 The Development Plan*

6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2016).

6.2.5 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the AAP. The application

site is located within a strategically allocated site - NT5 (High Road West). A key policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved masterplan. This is the High Road West Masterplan Framework (HRWMF), which is discussed in detail below.

### *The London Plan*

- 6.2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.
- 6.2.7 In December 2019, the Mayor published an ‘Intend to Publish London Plan’. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF. Whilst the published London Plan (2016) remains part of Enfield’s Development Plan, given the advanced stage that the Intend to Publish version of the London Plan has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State’s Direction).
- 6.2.8 Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF. Given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State’s Direction).

### *Upper Lea Valley Opportunity Area Planning Framework*

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

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

#### *The Local Plan*

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

#### *Strategic Policies*

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

6.2.13 SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

#### *Tottenham Area Action Plan*

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

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

#### *NT5 Site: High Road West*

6.2.16 The site allocation for the wider area (NT5 – High Road West) covers approx. 11.69ha and calls for a master planned, comprehensive development creating a new residential neighbourhood (with a net increase of 1,200 dwellings) and a new leisure destination for London. The residential-led mixed-use development is expected include a new high-quality public square and an expanded local

shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.2.17 The NT5 site allocation contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

### NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure, type and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area and includes listed and locally listed buildings. Development should follow the principles under the 'Management of Heritage Assets' section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high-quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:
  - A new Learning Centre including library and community centre;
  - Provision of a range of leisure uses that support 7 day a week activity and visitation; and

- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

### NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.

6.2.18 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build and cement the area's reputation as a premier leisure destination within North London.

#### *High Road West Master Plan Framework (HRWMF)*

6.2.19 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP.

6.2.20 The current approved High Road West Master Plan Framework (HRWMF) is that prepared by Arup in September 2014. This highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMP also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.2.21 The Council has entered into partnership with Lendlease who is preparing alternative proposals for a more intensive development in the same Site Allocation (including the application site). Nevertheless, little weight can be accorded to those draft proposals until there is a new Council-approved masterplan and/or a planning permission for a development different from that envisaged in Policy NT5 and the HRWMF.

### **6.3 Policy Assessment**

#### *Principle of Comprehensive Development*

6.3.1 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP and that applicants will be required to demonstrate how any proposal:

- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
- b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
- c) Optimises development outcomes on the site

6.3.2 Policy DM55 states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.

6.3.3 Policy NT5 makes clear that ‘development should accord with the principles set out in the most up-to-date Council approved masterplan’, which as discussed above, is the approved HRWMF prepared by Arup in September 2014. This is therefore an important material consideration when determining planning applications.

6.3.4 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

6.3.5 Paragraph 4.9 of the AAP states that a comprehensive approach to development will often be in the public interest within the Tottenham AAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.

6.3.6 Although the HRWMF seeks to ensure that the site is brought forward in a comprehensive manner, the phasing provisions of the HRWMF explicitly recognise existing land ownership and incremental development that does not prejudice delivery of the masterplan as a whole has been accepted.

6.3.7 The site itself is not identified for any particular land use within the HRWMF, nor is it allocated for development either in isolation or as part of a wider phase of regeneration. Rather, the HRWMF notes that the High Road is to be enhanced through a programme of refurbishments to the existing Victoria buildings stock in a manner that is complementary to the rest of the masterplan area to its west, as part of creating an attractive shopping destination for location people and visitors, with a broad mix of shops, a wider range of foods and service that better service

the local community and attract new visitors. Officers consider that the proposed scheme is consistent with the HRWMF.

#### *Principle of the Proposed Non-residential Uses*

- 6.3.8 Policy SP10 seeks to protect and enhance Haringey's town centres, according to the borough's town centre hierarchy and Policy DM41 promotes new retail in town centres. Policy DM43 designates the Tottenham Road North Local Shopping Centre (34) and encourages retail use of ground floors with active frontages. AAP Site Allocation NT5 seeks to enlarge the Tottenham Road North Local Centre or create a new local centre.
- 6.3.9 Strategic Policy SP8 supports the provision of office space as part of mixed-use development in town centres. Policy DM45 seeks to optimise the use of land and floorspace within town centres by encouraging new mixed-use development including new shops and commercial premises, having regard to (amongst other things) the role and function of the town centres, compatibility with existing and proposed uses and provision of separate access to residential.
- 6.3.10 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Policy DM49 supports proposals for new social and community facilities where (amongst other things), they are accessible by public transport, are located within the community that they are intended to serve, protect residential amenity.
- 6.3.11 The proposed retail use would have an active frontage on to the High Road and ground floor, and incorporate separate access to proposed dentist/office and housing in Blocks A and B. As such, it accords with Policy SP10, Policies DM 41 and 43 and the Site Allocation and Local Plan Policy DM43. The proposed small dentist/office space on the first floor of Block A would provide a replacement or new facility in the town centre that would be accessible to all by lift and, subject to noise mitigation measures, safeguard the amenity of existing and proposed residents. As such, it accords with Strategic Policies SP8, SP16 and Policies DM 43 and 45.

#### *Principle of Provision of Housing*

- 6.3.12 London Plan Policy 3.3 sets a target for the Council to deliver a minimum of 15,019 homes per year in the period 2015-2025. The Intend to Publish London Plan Policy H1 and Table 4.1 of the draft London Plan sets Haringey a 10-year housing target of 19,580 homes between 2019/20 and 2028/29. Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.13 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the

AAP (NT5) as an appropriate place for residential development alongside a mix of other uses and call for a minimum of 1,400 homes and a net increase of 1,200 homes). Of the 1,400 dwellings anticipated, 222 homes have already been developed in the form of the Cannon Road housing area (HGY/2012/2128). In addition, planning permission has been granted for 316 homes on the Goods Yard site (HGY/2018/0187) and 330 homes on the site of Nos. 867-879 High Road. This leaves 532 dwellings still to be provided. The application scheme would make a small but welcome contribution towards this number, resulting in a net increase of 7 homes (assuming that the vacant upper floors of Block A previously accommodated 2 flats).

6.3.14 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. All of the proposed homes would be private for sale or rent. An assessment of the amount of proposed housing and the dwelling mix is set out below.

6.3.15 Policy DM13 makes clear that the Council will seek the maximum amount of affordable housing when negotiating on schemes with site capacity to accommodate more than 10 dwellings. It goes on to state that the affordable housing requirement will apply to (amongst other things) additional residential units proposed above that provided by unimplemented permitted development. At approx. 70sqm, the proposed dentist/office space on the first floor of Block A could be converted to one/two-bedroom residential flat in the future. It is important to ensure that a contribution towards the provision of affordable housing is made should this happen. Officers recommend that subject to viability, a s106 planning obligation secures appropriate financial contributions towards the off-site provision of affordable housing should the applicant convert this space to a residential dwelling.

#### *Principle of the Development – Summary*

6.3.16 The further incremental development of Site Allocation NT5 is acceptable in principle, as it should not prejudice the future development of adjoining land, or frustrate the delivery of Site Allocation NT5 or wider area outcomes sought by the site allocation or the HRWMF. The provision of housing, with a ground floor shop and a small dentist/office unit is acceptable in principle. Provision needs to be made for a financial contribution towards affordable housing, should the 10-unit threshold be reached in the future.

## **6.4 Development Design**

### *Policy Background*

6.4.1 The revised NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the

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

- 6.4.2 The HRWMF shows a retained Percival Court forming a new east-west route, with new small courtyard blocks with communal roof terraces developed behind the High Street.

#### *Quality Review Panel Comments*

- 6.4.3 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage (on 6 November 2019). At that time, the applicant was intending to retain the High Road façade and re-build behind. The Panel's view was the existing façade of 807 High Road was not an original building and not significant enough to merit retention, which is a very costly and complex technical process. It would encourage the design team to instead invest those resources in the creation of a high-quality new building for 807 High Road. Exploration of either a contemporary architectural approach or a contextual approach would be supported. The proposed loss of the existing building is discussed under Heritage below.

#### *Building Scale, Form and Massing*

- 6.4.4 Local Plan Policy DM9 makes clear that, where sensitive redevelopment of sites and buildings in Conservation Areas are acceptable in principle, proposed development must be compatible with and/or complement the special characteristics and significance of the area.
- 6.4.5 The proposed two linked four-storey blocks with a shared courtyard space would provide an active ground floor frontage to the High Road, with a separate pedestrian access for the residential and commercial uses at upper floors and to Block B at the rear. Block B would introduce much needed natural surveillance of Percival Court, whilst safeguarding the development potential of buildings/land to the west and (subject to recommended planning conditions discussed under Noise and Trees below), the commercial activity and residential amenity of occupiers of Nos. 803-805 and No. 809 High Road. As such, officers consider that the proposed layout is a good response to site constraints and opportunities and is considered acceptable.
- 6.4.6 Whilst the proposed High Road frontage building (Block A) would be a storey taller than the existing three-storey building it would replace, the proposed fourth-storey would be set in the roof space back behind a parapet line that would be the same height as the existing parapet height of Nos. 803-805. The proposed roof that would extend above this line would include 'chimney stacks' on either edge

of the building three dormers that would be visible above the parapet. The raised parapet would be above the existing parapet to No. 809. The submitted drawings and photomontages show how this increased building height and the proposed flank wall and 'chimney stack' would be seen rising above the roof line of No. 809. However, these demonstrate that this would be consistent with other terraces along the western side of the High Road, which are characterised by terraces that include buildings of varying height.

- 6.4.7 The first-floor rear elevation of Block A would open out on to the proposed communal garden space sitting on top of the covered yard and external balconies would provide private amenity space at second and third floor levels. A protruding covered staircase would sit against and rise above a rear return to Nos. 803-805 High Road.
- 6.4.8 The proposed fourth-storey of Block B, in the form of a light-weight series of east-west roof pitches, would be set in behind a parapet from the Percival Court elevation and would present a brick elevation to the Court (with a long-perforated metal panels to the ground floor covered yard). Similarly, the fourth storey would also be set in from the elevation to the pub garden at the Bricklayers Arms (Nos. 803-805 High Road). The southern brick elevation to the pub garden would include a number of small windows (with opaque glazing) at first and second storey level, and other windows inset behind balconies.
- 6.4.9 The drawings and photomontages also demonstrate the proposed four-storey rear building (Block B) (which would be 2-3m taller than Block A) would not be seen from the footway on the eastern side of the High Road, and if glimpsed at all from further back along Northumberland Park, it would not be prominent. Its visibility and impact from when seen from the west from the existing Peacock Industrial Estate/wider High Road West site would also be acceptable.
- 6.4.10 The existing High Road building includes a high internal step formed by a raised concrete slab. The proposed replacement building would remove this and would provide a more accessible ground floor.

#### *Development Density*

- 6.4.11 London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites. This approach to density is reflected in the Tottenham AAP. However, Intend to Publish London Plan Policy D3 proposes to remove the density matrix and advocates a design-led approach to optimising development, based on responding to context, public transport accessibility and social infrastructure needs.
- 6.4.12 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels.

- 6.4.13 The applicant proposes 9 residential units, the site is 0.06 Hectares (Ha) in size and has a PTAL rating of 4/5. The proposal would contain 23 habitable rooms. This would amount to a density of 150 units per hectare (u/ha) and 383 habitable room/hectare (hr/ha).
- 6.4.14 The adopted London Plan sets a target range of 70-260 u/ha and 200–700 hr/ha for schemes with an average hr/unit of 2.7-3.0, a PTAL of 4-6 and an ‘Urban’ character. The proposed density sits within the London Plan’s relevant indicative range. Furthermore, the proposed density is the product of a design-led, contextual approach that makes provision for social infrastructure. As such, officers consider it to be acceptable.

#### *Building Appearance and Materials*

- 6.4.15 The proposed elevation to the High Road is a five-bay symmetrical composition, centred around central windows at first and second storey level and a centralised dormer window in the roof space above. The brick façade would also include a centralised recessed brick panel, to emphasis this symmetry and bring texture to the faced.
- 6.4.16 Revisions made in response to comments made by officers and Historic England have provided further details of the proposed High Road and northern elevation of Block A, including sections through the proposed parapet/roof line. The detailed design comprises English bond stock brickwork with flush pointing in white mortar, two ‘chimney stacks’ and pots, a slate roof with metal sided dormer windows, painted timber window frames set within reveals, red gauged brick window lintels, concrete window cills and a timber shopfront (with roller shutters concealed behind the fascia panel). These are also considered acceptable, subject to recommended planning conditions reserving details (including shop shutters, to ensure perforated/lattice, rather than solid) and the final choice of external brick.
- 6.4.17 Block B would present a brick elevation to Percival Court (with a long-perforated metal panels to the ground floor covered yard and proposed car parking space), with the metal profiled light-weight fourth floor rising above. The rear elevation of Block A would also use metal cladding for the proposed top floor and protruding staircase. Following comments by officers, the application has been revised to include an external canopy and lighting above the proposed residential entrance to Block B, to make housing here more attractive and safer.
- 6.4.18 Officers are satisfied that, subject to the recommended planning conditions reserving details of external materials, shopfront/shutter, cill, lintel and gable details, the proposed development would represent a high quality and sensitive development in this part of the Conservation Area.

#### *Landscaping*

6.4.19 The proposed communal amenity space at first floor level provides the opportunity to incorporate tree and other planting to help introduce welcome urban greening to the area. It is recommended that details are reserved by planning condition.

*Secured by Design*

6.4.20 Local Plan Policy DM2 states that new development should have regard to the principles set out in 'Secured by Design'. Crime rates are relatively high across the borough and are particularly high in Northumberland Park Ward. The applicant's design team has met with the Metropolitan Police's Designing Out Crime Officer, who has identified a number of site-specific issues, including: the proposed joint residential and commercial pedestrian access.

6.4.21 Revisions following comments by TfL mean that residential and commercial cycle parking area are now separate. In addition, given the current lack of natural surveillance of and potential nefarious activities in Percival Court. Revisions to the application include the introduction of a glazed canopy above the proposed pedestrian entrance on Percival Court and it is recommended that a planning condition requires details of this canopy and external lighting to ensure that they help provide an attractive and safe entrance to homes in Block B and to the proposed covered yard area. It is recommended that planning conditions require Secured by Design accreditation.

*Fire Safety and Security*

6.4.22 Policy D12 in the Intend to Publish London Plan makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement.

6.4.23 The submitted Fire Strategy notes that a fire engine parked on the High Road would be more than the recommended 45m away from some parts of the proposed buildings. As such, both stair cores require dry risers to be installed. The London Fire Brigade has commented that inlets for the risers should be located on the external wall of the building within 18m of a parked fire engine. The applicant has confirmed that the nearest stair core to the High Road would include an inlet in the external wall, which would be within 18m of the High Road and visible from a parked fire engine.

6.4.24 The London Fire Brigade strongly recommends the installation of sprinklers. The applicant has responded that the proposed western stair core would be greater than 18m from the dry riser inlet and in order to give the fire service more time to arrive at the flat of fire origin a Category 3 sprinkler system to BS9251 would be provided to Block B as a compensatory feature with minimum operational water supply of 30 minutes and control the fire until fire service arrival.

6.4.25 It is recommended that the implementation of the submitted Fire Strategy is secured by condition, in accordance with the Mayor of London's emerging guidance.

#### *Building Regulations approval*

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

#### *Development Design – Summary*

6.4.27 The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to Percival Court. Above there would be good quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. It is recommended that conditions reserve details and external materials. The proposed density is consistent with a design-led approach to optimising development potential.

### **6.5 Heritage Conservation**

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

6.5.2 London Plan Policy 7.8 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. The draft London Plan Policy HC1 continues this approach and places an emphasis on integrating heritage considerations early on in the design process.

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

6.5.4 Local Plan Policy DM9 D states 'Subject to (A-C) above the Council will give consideration to, and support where appropriate, proposals for the sensitive

redevelopment of sites and buildings where these detract from the character and appearance of a Conservation Area and its setting, provided that they are compatible with and/or complement the special characteristics and significance of the area.'

- 6.5.5 Policy AAP5 speaks to an approach to Heritage Conservation that delivers “well managed change”, balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.
- 6.5.6 Policy NT5 requires consistency with the AAP’s approach to the management of heritage assets. The High Road West Master Plan Framework’s approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to inward to the Master Plan area.
- 6.5.7 The HRWMF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use.

#### *Legal Context*

- 6.5.8 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.
- 6.5.9 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.5.10 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”

- 6.5.11 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.5.12 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.5.13 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.5.14 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

#### *Assessment of Significance*

- 6.5.15 The North Tottenham Conservation Area is included in Historic England's Heritage at Risk Register (2015), which records the Area's condition as 'very bad', but recognises that the overall trend is 'improving'. Significant development has taken place in and close to the Conservation Area in recent years (most notably THFC's stadium and improvements to Listed Buildings in the Club's ownership) and the Area is the subject of the Townscape Heritage Initiative, which is grant-funding façade improvement projects along the High Road.
- 6.5.16 The Council's North Tottenham Conservation Area Appraisal identifies No.807 (or at least the frontage building, plus the single-story rear extension as far back

as the back of No. 809-11) and the whole of the single-story rear extension alongside along the northern boundary to be “Neutral”. Other buildings on the site are not assessed in the appraisal. Map regression research shows that an original building with coach entrance to a rear courtyard was replaced between 1936 and 1956 and that it is very likely that the current buildings were erected at the end of the 1940’s. It has been altered since this date.

- 6.5.17 In its original advice letter, Historic England noted that the existing High Road building has the appearance of a Victorian commercial building, highlights some good quality detailing at first floor level and considers that the this building makes a limited-positive contribution to the Conservation Area, though the ground floor shop front is much altered and of poor quality. Officers maintain that whilst the High Road frontage building was sensitively built to blend in with the mixed informal character of the west side of the road, the existing buildings are of relatively little architectural or historic merit and are not considered to be a ‘heritage asset’ (as defined in the glossary of the NPPF).

#### *Loss of the existing buildings*

- 6.5.18 Planning permission was granted in 2006 for the redevelopment of the site and whilst this permission has now lapsed, it reflected the assessment of the value of the existing buildings made at that time. Officers continue to consider that the modest quality and contribution to the Conservation Area offered by the existing High Road frontage building at No. 807, as well as its deep, poorly developed rear site, means that a high-quality replacement infill building is acceptable in principle. The existing buildings that front Percival Court are low quality and their loss is also acceptable in principle.
- 6.5.19 Paragraph 1.2.3 of the North Tottenham – Conservation Area Appraisal and Management Plan states that “In spite of [these] changes the townscape retains a high degree of historical continuity, maintaining a contained linear street pattern forming a sequence of linked spaces and sub spaces, and with a notable variety and contrast in architectural styles and materials. The street width and alignment very much still follow the form established by the mid-19th century. There are good surviving examples of buildings dating from the 18th and 19<sup>th</sup> centuries including outstanding groups of Georgian houses and mid and late-Victorian shopping parades illustrating the changes to this building type in scale and style, together with examples of the inter-war style of the mid-20th century.”
- 6.5.20 The principle of redevelopment is supported by the QRP, (see para. 6.4.3) above and whilst Historic England consider that the existing High Road frontage building is of some merit (believing that it represents a highly contextual response to the historic townscape that contributes to local character), it does agree that it could be replaced subject, to the design quality of its replacement. The Conservation Area Committee raises no objection to the loss of the existing buildings.

### *Quality of the proposed replacement building*

6.5.21 The design of the proposed buildings is discussed under Design Development above. Following assessment of the scheme as submitted and taking account of the initial comments from Historic England and those of the Conservation Area Committee, officers requested more detailed drawings and material specification for the eastern (High Road) and northern facades (where the building would rise above its neighbour at No. 809-811) of Block A. The application as revised provides a good level of detail and officers are satisfied that, subject to the recommended planning conditions reserving details of external materials, shopfront/shutter, cill, lintel and gable details, the proposed development would represent a high quality and sensitive development in this part of the Conservation Area.

6.5.22 In response to Historic England's residual concerns in relation to gauge arches and choice of the proposed main brick, the recommended conditions would allow further detailed consideration of these elements.

### *Setting*

6.5.23 The two neighbouring properties on both sides of the application site on the High Road frontage, Nos. 803-805 (The Bricklayers public house) and No. 809-11 (Domino's Pizza) are both Locally Listed. The neighbouring property to the immediate west of the application site, a two-story flat roofed building which appears to open off Chapel Place, a yard that opens off White Hart Lane to the south-west of the site, is also not assessed in the appraisal, although the former Catholic Chapel beyond it is also Locally Listed. Officers consider that photomontages submitted in support of the application demonstrate that the proposed buildings would not harm the setting of these buildings, or of the wider part of the Conservation Area when viewed from the High Road and that Building B at the rear would not be visible at pedestrian level from the eastern side of the High Road opposite or along Northumberland Park.

6.5.24 The proposed High Road frontage building would be directly opposite Northumberland Terrace, including the early 18<sup>th</sup> Century Georgian town houses Nos. 808-812 High Road (Grade II\* Listed), Victorian infill buildings at Nos. 804-806 High Road (Conservation Area Contributor), and mid-18<sup>th</sup> Century buildings (Grade II Listed) at Nos. 798 to 802, the refurbished No. 796 High Road (Percy House – Grade II\*), No. 794 High Road (Grade II); No. 792 High Road (Grade II); and No. 790 High Road (Dial House – Grade II\*). Officers are satisfied that the proposed development would not harm the setting of this important collection of heritage assets.

### *Heritage Conclusion*

6.5.25 The loss of the existing buildings is acceptable in principle and the proposed replacement buildings represent high-quality contextual response the surrounding area. The proposed development would safeguard the character and appearance of North Tottenham Conservation Area and the setting of adjoining Locally Listed Buildings and the mainly Listed Northumberland Terrace on the east side of the High Road. Given this, the proposal complies with relevant policies and as no harm is identified, there is no need to engage with paragraph 196 of the NPPF. It is recommended that a planning condition requires that a contract or contracts have been let to build the replacement buildings before the existing buildings are demolished.

## 6.6 Housing mix and residential quality

### *Dwelling Unit Mix*

6.6.1 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Strategic Policy SP2 and Policy DM11 of the Council's Development Management DPD continue this approach.

6.6.2 Policy DM11 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.

6.6.3 The dwelling mix for the scheme is set out below in Table 1 below

**Table 1: Dwelling mix.**

<b>Bedroom Size</b>	<b>No. of Units</b>	<b>% by unit</b>	<b>Hab. rooms</b>	<b>% by Hab. rooms</b>
1 bed 2 person	5	55.5%	10	43.5%
2 bed 3 person	2	33.5%	9	39%
2 bed 4 person	1			
3 bed 5 person	1	11%	4	17.5%
<b>Total</b>	<b>9</b>	<b>100%</b>	<b>23</b>	<b>100%</b>

6.6.4 Officers consider that the proposed mainly one-bed mix is appropriate for the characteristics of a small, relatively constrained site next to the High Road.

6.6.5 London Plan Policy 3.5 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. This approach is continued in the draft London Plan by Policy D4. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

### *Unit Aspect*

- 6.6.6 With the exception of Flat 4, a 1-Bed home on the second floor of Block B, which would be single-aspect east facing, all proposed homes would be dual aspect. The orientation and dual aspect nature of the proposed housing would help ensure high-quality accommodation.

### *Indoor and Outdoor Space Standards*

- 6.6.7 All of the proposed flats would provide private amenity space in the form of balconies and terraces, in accordance with the minimum size and spatial qualities called for adopted London Plan Policy 3.5 and Intend to Publish London Plan Policy D6. In addition to the proposed private balconies, a central landscaped podium would be provided between the two blocks, providing dedicated amenity space for residents (Approx. 111.5sqm of communal amenity space alongside an additional 10.52sqm of additional play space).

### *Accessible Housing*

- 6.6.8 Local Plan Policy SP2 and Policy 3.8 of the adopted London Plan require that at least 10% of all new homes meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and that all other dwellings meet Building Regulation M4(2) 'accessible and adaptable dwellings.'
- 6.6.9 Flat 8 (2-bed 3-person) on the third floor of Block B would be built to be 'wheelchair user dwelling'. This would represent 11% of the proposed flats. All other flats would be built to be 'accessible and adaptable dwellings.' Flat 8 would be served by a single lift in Block B and would have access to a disabled parking space in an integrated garage accessed from Percival Court.

### *Child Play Space*

- 6.6.10 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation and Intend to Publish London Plan Policy S4 continues this approach. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space. The Mayor's SPG indicates at least 10 sqm per child should be provided.
- 6.6.11 Using the GLA's Population Yield Calculator (October 2019), the proposed dwelling mix for private homes with a PTAL of 5-6 would generate 1.5 children (1 between 0 and 5-years old). The proposed communal amenity space, incorporating dedicated play space, meets the policy requirements.

### *Daylight/Sunlight/overshadowing – Future Occupiers*

6.6.12 The submitted Daylight and Sunlight Assessment finds that a number of proposed rooms fail VSC (notably some windows on the first floor of Block B). However, generally the proposed development performs well in terms of daylight with 100% of rooms tested achieving the NSL and 95% of rooms achieving the ADF levels required under the BRE guidance. The Assessment also finds that the proposed development performs well in terms of sunlight, with most of the relevant rooms achieving the recommended APSH criteria. The proposed podium level communal amenity space falls marginally below BRE guidelines (receiving 2 hours sunlight over 43% of its area on March 31, as opposed to the guideline standard of 50%). Overall, officers are satisfied that the proposed housing would benefit from a good level of daylight and sunlight.

### *Noise – Future Occupiers*

6.6.13 The submitted Noise Impact Assessment is based on a noise survey that was carried out in February 2020 (before the COVID-19 lockdown), so measurements should be representative of 'normal' traffic. The Assessment considers the likely requirements for the specification of both building fabric and glazing for proposed flats and office use in Block A and it is recommended that details of these are secured by way of a planning condition.

6.6.14 The non-residential unit of the first floor of Block A could be used as a dentist surgery. This raises concern about adverse noise impacts on residents of existing flats either side (in Nos. 805 and 809 High Road) and the proposed new flat directly above. The submitted Noise Impact Assessment recommends that, to mitigate against the noise of high-speed dental drills, the structure around the surgery room would need to have a noise reduction requirement of 60dB, which would necessitate a continuous, reinforced concrete slab of at least 300mm thickness, walls of solid concrete blockwork and a suitably designed lobby as an entrance into the surgery. It is recommended that details of such measures are secured by way of a planning condition, before any dentist practice occupies this space.

6.6.15 A standard condition is recommended to control noise from any mechanical plant associated with the proposed uses.

### *Housing mix and Residential Quality - Summary*

6.6.16 Officers consider that the proposed mainly one-bed mix is appropriate for the characteristics of a small, relatively constrained site next to the High Road. The proposed homes would provide high-quality accommodation, being mainly dual aspect, meeting indoor and outdoor space requirements (including one 'wheelchair accessible' home) and providing sufficient play space. Subject to conditions, the proposal would also ensure a satisfactory residential environment in terms of daylight, sunlight and noise.

## 6.7 Impact on Amenity of Adjoining Occupiers

6.7.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.

### *Overlooking/privacy*

6.7.2 The southern elevation of Block B would have 4 small obscure glazed windows in the boundary wall looking on to the Bricklayers Arms pub garden. It is recommended that a planning condition ensures that these are installed and retained in this manner and this should safeguard the privacy of both the customers of the pub and future residents.

6.7.3 The proposed homes in Block B would face on to existing homes on the upper floors of No. 805 and Nos. 809-811 High Road.

6.7.4 A small secondary kitchen widow in proposed flats 2 and 5 on the first and second floors of Block B would be approx. 9m away from existing windows on the upper floors of No. 805 High Road. However, it is proposed that these would be fitted with opaque glazing and, subject to a planning condition securing this, officers consider this to be acceptable. There would also be a less direct outlook from the proposed main living room windows (approx. 7m) and balconies of the proposed flats and existing homes on the upper floors of No. 805. However, subject to a condition requiring an opaque glazed screen along the southern edge of the proposed balconies, this proposed relationship is also considered acceptable.

6.7.5 Proposed Flats 1 and 3 on the 1<sup>st</sup> and second floors of Block B would be between 14 and 15m away from existing homes on the upper floors of Nos. 809-811 High Road (with balconies being closer). However, the proposed landscaping and parapet walling at first floor level the proposed balcony details at second floor level would help ensure that privacy is safeguarded.

### *Daylight/Sunlight Assessment*

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

- 6.7.7 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.7.8 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF 2019 advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Officers consider that VSC values in excess of 20% are reasonably good and that VSC values in the mid-teens are deemed acceptable.
- 6.7.9 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.
- 6.7.10 The submitted Daylight and Sunlight Assessment also tests the likely impacts on existing homes in neighbouring properties either side of the site (Nos. 803, 805, 811 and 813 High Road) and opposite on the east side of the High Road (Nos. 804/06 and 808/810/812).
- 6.7.11 Of the 63 windows tested in terms of daylight (VSC), 61 or 97% pass. The two windows that fail and would suffer a minor adverse impact are first floor windows to homes in Nos. 803 and 805 High Road. However, the window at No. 803 only marginally fails (being left with 77% of existing light, as opposed to 80%) and the window at No. 805 would be left with 69% of its former value and a VSC of 24.07 (when 27% is the nation-wide guideline and 15% has been considered acceptable in dense urban contexts). Furthermore, the applicant has confirmed its understanding that this room is a bedroom and that the room would be likely to achieve an Average Daylight Factor (ADF) of 1% post development and the impact is considered to be negligible.
- 6.7.12 Of the 63 windows tested in terms of sunlight (APSH), 60 or 95% pass. The three windows that fail and would suffer a minor adverse impact are in No. 803. However, given that these rooms would have acceptable internal daylight, a minor adverse impact on sunlight is considered acceptable.

### *Noise*

- 6.7.13 Noise associated with the possible dentist surgery use of the first floor of Block A and mechanical plant, discussed in relation to the amenity of future occupiers, is also relevant for the amenity of existing neighbouring residents.
- 6.7.14 The site is next to the Bricklayers Arms pub, which has a rear beer garden. Proposed Flats 4, 7 and 9 in Block B would be located adjacent to the garden and could suffer from noise, including when LBTH fans gather to watch screened games. London Plan Policy D12 (Agent of Change) puts the onus on applicants to demonstrate that their proposed development is designed to take account of existing uses, so that it does not threaten established businesses.
- 6.7.15 The submitted Noise Impact Assessment reports on a noise survey undertaken during a screening of a THFC European cup match and concludes that the proposed buildings would need to incorporate the same type of double glazed windows on the rear and side facades as required for the High Road façade, together with secondary glazing panels, 100mm inside the double-glazed units, which could be designed to slide away when not required. It is recommended that details of such measures are secured by way of a planning condition.

#### *Amenity Impacts – Summary*

- 6.7.16 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that, subject to the recommended planning conditions, the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

## **6.8 Transportation and Parking**

- 6.8.1 The revised NPPF (February 2019) is clear at Paragraph 108 that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up.
- 6.8.2 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. London Plan Policies 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets parking standards.
- 6.8.3 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.

- 6.8.4 DM Policy (2017) DM32 „Parking“ states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped
- 6.8.5 A key principle of the High Road West Master Plan Framework (HRWMF) is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

#### *Accessibility*

- 6.8.6 The site is located directly adjacent to a northbound bus stop on High Road, with the southbound stop less than 100m from the site on the other side of the High Road. There are also bus stops on Northumberland Park and White Hart Lane within 400m of the site. The High Road is served by four high-frequency bus routes (Nos. 149, 259, 279, 349) and night bus No. N279. White Hart Lane is served by night-bus No. W3. White Hart Lane London Overground Station is located about 250m to the south and Northumberland Park is approx. 1km to the east. The site has a PTAL of 5 and the Cycle Superhighway 1 is accessible from Church Road, approx. 400m to the south.

#### *Site Access*

- 6.8.7 Percival Court, a private shared access ‘lane’, is immediately to the north of the site creates a non-signalised junction with the High Road, within an Advanced Cycle Stopline on the High Road approach arm. Percival Court is two-way, but is 2.78m wide at its narrowest point and can only facilitate vehicular movements in one direction at a time. The Court would provide a frontage to the proposed covered yard and Block B.
- 6.8.8 The submitted Transport Assessment includes a swept path plot that details the manoeuvres made to enter and leave the proposed covered yard a car and, given the potential use of the proposed shop unit as a funeral director, a hearse. These demonstrate that these movements could be made in forward gear. However, a hearse or similar longer wheelbase van would need to sweep out in to the right-hand northbound lane on the High Road to make the manoeuvre. The submitted Transport Assessment states that this would be restricted to off-peak periods. However, vehicles must be expected to enter or leave the yard at any time and it would not be appropriate to seek to restrict access to certain times. Whilst not ideal, given the likely limited number of movements, such manoeuvres would be acceptable.

### *Car Parking*

- 6.8.9 The site is located within the Tottenham North Controlled Parking Zone (CPZ) (restrictions Monday-Saturday, 08.00 to 18.30) and within the Tottenham Event Day (TED) CPZ. A single disabled persons parking bay is proposed within the covered yard for use by the commercial occupier.
- 6.8.10 As there are less than 10 residential units, there is no policy requirement to provide a blue badge car parking space for the proposed 'wheelchair accessible' home. Nevertheless, the proposed covered residential car parking space for the proposed 'wheelchair accessible' home is welcomed.
- 6.8.11 The Transport Assessment refers to the covered yard possibly accommodating two hearses, and swept path analysis shows how two hearses/large cars could access and be accommodated within the covered yard.
- 6.8.12 It is recommended that a s106 planning obligations ensure that residents, other than Blue Badge holders, are not able to secure a parking permit to park on public highways (meeting the Council's costs of £4,000).

### *Cycle Parking*

- 6.8.13 To meet Intend to Publish London Plan Policy T5 requirements, 16 long-stay cycle parking spaces and 2 short- stay visitor spaces are proposed, together with 6 long/short-stay commercial parking spaces.
- 6.8.14 Initially a single cycle storage room was proposed for both residential and commercial cycle parking spaces. However, following comments by officers, TfL and the Designing out Crime Officer, the proposed scheme has been revised so that the proposed storage room is exclusively for residential cycle parking spaces (with provision for 20 cycles, including provision for 5% larger cycles), with 4 long-term commercial spaces proposed within the covered yard. The expected low car trip numbers, good visibility, space planning and ground markings of the yard space makes this acceptable.
- 6.8.15 The proposed scheme has also been revised to incorporate the four required short-stay commercial cycle parking spaces (2 x Sheffield cycle stands) within the proposed covered yard space.
- 6.8.16 These revised arrangements are acceptable, subject to a recommended planning condition reserving details of the proposed cycle parking system proposed for the residential cycle parking store room

### *Delivery and Servicing*

- 6.8.17 South of the access to Percival Court is a service lay-by which offers 40-minute loading period 7:00am- 8:30pm (no return within 1 hour). The servicing demands

arising from the development are likely to be small in terms of total numbers of movements for both the residential and commercial uses (with the Transport Assessment estimating one or two vans per day and perhaps one or two large HGVs per week). It is expected that the loading bay would be used most of the time for visiting service vehicles and some service vehicles (of appropriate size) may take the opportunity to access Percival Court.

- 6.8.18 It is not expected that large HGVs such as refuse vehicles would enter Percival Court to collect waste or make deliveries. As discussed below under Waste, collection of residential waste and recycling would need to be from the High Road.

#### *Construction Activities*

- 6.8.19 It is recommended that a Construction Logistics Plan (CLP) (to comply with relevant TfL guidance) is required by planning condition, to help ensure safe and reliable deliveries and reduced congestion/environmental impact.

#### *Transportation - Summary*

- 6.8.20 Subject to the recommended planning conditions and s106 planning obligations referred to above, the proposals would be acceptable from a transportation perspective.

### **6.9 Energy, Climate Change and Sustainability**

- 6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015). Local Plan Policy SP4 requires a minimum of reduction of 20% from on-site renewable energy generation.
- 6.9.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

#### *Lean Carbon Savings*

- 6.9.3 The proposed energy efficiency measures include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well

as energy saving controls for space conditioning and lighting. These measures achieve overall regulated CO<sub>2</sub> emission reductions of 16.79% for the proposed housing and 36.4% for the proposed non-residential space (above the Intend to Publish London Plan target of 10% regulated CO<sub>2</sub> emission reductions for housing and 15% reduction for non-residential uses).

#### *Clean Carbon Savings*

- 6.9.4 The Council has committed plans to deliver a North Tottenham District Energy Network (DEN). This facility has an anticipated development programme to be ready to deliver heat to developments in 2023 (subject to change).
- 6.9.5 The proposed scheme has been designed so that it could be connected to the proposed DEN, via a pipe route from the High Road into the entrance corridor and on to the proposed plantroom at either ceiling level along the corridor, or via a floor trench with removable covers. The proposed plant room provided sufficient space for the future installation of a DEN manifold and associated controls, by the removal of the buffer vessel which would not be needed.
- 6.9.6 It is recommended that s106 planning obligations secure the following: (a) Submit a further revised Energy Strategy for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years, pay an additional Deferred Carbon Offset Contribution.

#### *Green Carbon Savings*

- 6.9.7 The applicants intend to use centralised Air Source Heat Pump (ASHP) condensers to service the heating and hot water requirements for the residential and retail spaces located in the proposed main plant spaces. The proposed plantroom would contain an air source heat pump buffer vessel and pump set which would distribute heating water to the proposed flats (each flat containing its own heating interface unit).
- 6.9.8 The applicant is also proposing a 21-panel facing array would be provided on the south facing roof slopes of Building B. It is recommended that details of these panels are reserved by condition
- 6.9.9 The proposed green technologies would save 45.57% in emissions over the Building Regulations (2013) Part L standards.

#### *Overall Carbon Savings*

- 6.9.10 The Applicant's revised Energy Statement sets out how the three-step Energy Hierarchy has been implemented and estimates that site-wide regulated CO<sub>2</sub>

savings would be 74.8% over Part L Building Regulations (2013), more than double the 35% called for by planning policy.

- 6.9.11 The proposed scheme would achieve 74.19% carbon savings on the domestic element of the scheme and 50.9% savings on the non-domestic scheme. To achieve 'zero carbon' for the residential portion of the scheme, the applicant's revised Energy Statement estimates that a total of 2.7 tonnes per annum of regulated CO<sub>2</sub>, equivalent to 81 tonnes over 30 years needs to be offset by financial contributions (81 x £95 per tonne = £7,695). The proposed non-domestic portion of the scheme achieves 35% carbon reduction and no carbon offset is therefore required.
- 6.9.12 However, officers are not wholly satisfied with the applicant's revised Energy and Sustainability Statement and it is recommended that a condition requires the submission and approval of an updated Statement before the commencement of development. It is also recommended that S016 planning obligations require the payment of an initial carbon offset amount upon commencement with a further deferred carbon offset payment made if no connection to a DEN is made within 10 years.
- 6.9.13 In accordance with Intend to Publish London Plan Policy SI 2, which introduces a fourth step 'Be Sean' to the Mayor of London's Energy hierarchy, it is recommended that a s106 planning obligation requires the applicants to submit data on energy use to the GLA, in accordance with the Mayor's 'Be seen' energy monitoring guidance' (currently pre-consultation guidance, April 2020).

### *Sustainability*

- 6.9.14 The applicant's submitted BREEAM Accredited Professional Stage 2 Report – Concept Design (pre-assessment) demonstrates that the non-residential element of the proposed scheme could achieve a BREEAM Rating of 74.41% - 'Excellent'. However, the applicant is unwilling to commit to this and it is recommended that a planning condition requires the issue of an accreditation certificate to certify for that a 'Very Good' rating has been achieved, in line with policy.

## **6.10 Flood Risk, Drainage and Water Infrastructure**

- 6.10.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy 5.12 continues this requirement. London Plan Policy 5.13 and Local Policy SP5 expects development to utilize Sustainable Urban Drainage Systems (SUDS). Policy 5.14 requires proposals to ensure adequate wastewater infrastructure capacity is available.
- 6.10.2 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

- 6.10.3 The site is predominantly located within Flood Zone 1 (Low Risk), but the eastern edge borders Flood Zone 2 (Medium Risk). It is also within a Critical Drainage Area. This potential flooding is associated with the culverted Moselle watercourse which runs under White Hart Lane and the High Road south of White Hart Lane. The risk of flooding from pluvial, groundwater (including over ground flow) and artificial sources has also been assessed and found to be low.
- 6.10.4 Flooding could be to a depth of 0.41m and 1.0m in the 1 in 100 year plus 20% climate change and 1 in 1000-year scenarios respectively. However, the proposed retail A1 ground floor use is classified as 'less vulnerable' and, in line with policy, it is acceptable for these areas to be subjected to flooding. The proposed 'more vulnerable' residential use is located at first floor and above, which would be at least over 3m above the potential modelled flood levels. It is recommended that a planning condition ensures that appropriate resilient measures to ground floor area are taken (such as the raising of electrical sockets and providing flood resilient construction materials).
- 6.10.5 It is proposed that runoff rates would be restricted to 1.8 l/s (which is three times the 1 in 100-year greenfield rate plus 40% climate change of 0.6 l/s). This would provide a betterment of approximately 77% when compared to the existing discharge rate (7.8 l/s). The applicant considers that this as close to the greenfield runoff rate as is practicable using SuDs and ensuring gravity discharge. In order to provide this restriction (which take account of a, a total attenuation volume of 43.2 cubic metres).
- 6.10.6 LBH Drainage officers raise no objection and no comments have been received from the Environment Agency or Thames Water.

## 6.11 Trees

- 6.11.1 The submitted Arboricultural Impact Assessment notes that the only tree of note within influencing distance of the property is an adjacent ash tree located within the rear beer garden of the Bricklayers Arms. The tree is of 'low quality and value' (being assessed as Category C). It has previously been topped at 3m and is growing immediately next to the boundary brick wall.
- 6.11.2 The Assessment proposes that the tree is removed, or if the Council or the owner do not agree to this, that it is heavily pollarded. The Council's Tree Officer comments that the tree is of limited value, having been subject to poor management previously and that it would be more appropriate to remove it and plant a more suitable species further away from the wall.
- 6.11.3 The proposed scheme enables the existing tree to be kept and also allows for the retention of the existing boundary wall to the pub beer garden, subject to further structural analysis of the wall, ground conditions and future Party Wall actions. It is recommended that planning conditions require the approval of details to protect the existing tree.

## 6.12 Ecology

6.12.1 Adopted London Plan Policy 7.19 indicates that whenever possible development should make a positive contribution to the protection enhancement creation and management of biodiversity. Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation.

6.12.2 The site is currently devoid of vegetation and of no ecological value. The proposed communal amenity space provides the potential for some urban greening. It is recommended that landscaping details are reserved by planning condition to ensure that this maximises opportunities and that bird boxes and 'insect hotels' are incorporated.

## 6.13 Waste and Recycling

6.13.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.13.2 The revised scheme incorporates separate residential bin and bulk storage areas in the covered yard area, within 25m of the High Road, enabling future residents to take out their waste and recyclables to the High Road frontage, near an existing lay by, on bin day. It is recommended that a Residential Waste Management Plan that makes clear who is responsible for doing this.

6.13.3 A commercial waste store is included within the proposed covered yard to the shop. It would be for commercial tenants to arrange their own waste collection.

6.13.4 The submitted Site Waste Management Plan (SWMP) sets out a framework for future SWMP a plan and describes the measures to be implemented to ensure that the development is acceptable in terms of managing waste during the demolition and construction phases. It is recommended that a detailed plan to maximise the re-use and recycling of waste is secured by planning condition.

## 6.14 Land Contamination

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

6.14.2 The submitted Preliminary Risk Assessment concludes that, given the proposed end use, the overall risk rating for the site is assessed as 'low' and that given the Site history and the proposed development, intrusive investigation to further

quantify the contamination status of the site is not required. However, it goes on to recommend, amongst other things, that a watching brief should be carried out during the construction phase and that a Construction Environmental Management Plan (CEMP) should be prepared and construction materials should be appropriately stored.

6.14.3 Given the above and comments from Environmental Health, it is recommended that planning conditions secure the above.

## 6.15 **Archaeology**

6.15.1 The revised NPPF states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. London Policy 7.8 states that development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve a site's archaeology. This approach is reflected at the local level.

6.15.2 The application is supported by an Archaeological Desk Based Assessment. This notes that the site was one occupied by "The Horns" inn and that there is medium potential for related remains, which would likely be of medium to high significance. In response to comments by the Greater London Archaeological Advisory Service (GLAAS) would prefer that investigative work is carried out before determination of this application. However, the applicant is not willing to do this and officers consider that it is reasonable to require post determination archaeological field work in this case and it is recommended that this is secured by way of planning conditions (which have been drafted with the help of GLAAS).

## 6.16 **Equalities**

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

6.16.2 The proposed development provides a range of socio-economic and regeneration outcomes for the Tottenham area including additional housing, which would add to Haringey's stock of market homes and a retail use within the North Tottenham Local Centre.

6.16.3 An employment skills and training plan, recommended to be secured by a S106 obligation, would ensure a target percentage of local labour is utilised during

construction. This would benefit priority groups that experience difficulties in accessing employment. Assistance would also be provided for local tenders and employment skills and training. A financial contribution regarding apprenticeships is also recommended to be secured by a S106 obligation, as per the Heads of Terms above.

6.16.4 The proposed development would add to the stock of wheelchair accessible and adaptable dwellings in the locality in accordance with London Plan and local planning policy requirements.

## 16.17 Conclusion

16.17.1 In conclusion:

- The proposed development allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with the adopted High Road West Masterplan Framework;
- The replacement of existing buildings in the North Tottenham Conservation Area with replacement high-quality new buildings would preserve and enhance the character and appearance of the Conservation Area and safeguard the setting of adjoining Locally Listed Buildings.
- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation, a new shop in the Tottenham High Road North Local Shopping Centre and a small office/dentist;
- The scheme would deliver high-quality, accessible, family and smaller sized residential units;
- The layout and design of the development would optimise the potential of the site, respect the scale and character of the surrounding area and satisfactorily safeguard the amenity of neighbours; and
- The development would provide good cycle parking to encourage cycling, incorporate on-site renewable energy technologies and be designed to link with the proposed North Tottenham District Energy Network too help reduce carbon emissions.

## 7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the estimated Mayoral CIL (£60 per square metre, £59.64 with indexation) would be £78, 849 and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.96 with indexation) the estimated Haringey CIL charge would be £19,179, giving a total estimate of £98,029.

7.2 The CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to

indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge and advising the scheme is judged to be phased for CIL purposes.

- 7.3 The Council is proposing to increase the current Haringey CIL charge rate for the Eastern Zone of the borough from £15 to £50 per square metre and consulted on a Draft Charing Schedule between 18 December 2019 and 11 February 2020. The proposed development would be liable to pay the Haringey CIL rate that is in effect at the time that permission is granted.

## **8 RECOMMENDATIONS**

- 8.1 GRANT PLANNING PERMISSION subject to conditions in **Appendix 7** and a Section 106 Legal Agreement.

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## **Appendix 1: Plans and Documents List**

### **Plans**

Site Plan - 807HR-1000-ZZ-L00-GA-A-0800 P1  
Block Plan - 807HR-1000-ZZ-L00-GA-A-0801 P1  
Existing Ground Floor Plan - 807HR-1000-ZZ-L00-GA-A-0810 P1  
Existing First Floor Plan - 807HR-1000-ZZ-L01-GA-A-0811 P1  
Existing Second Floor Plan - 807HR-1000-ZZ-L02-GA-A-0812 P1  
Existing Roof Plan - 807HR-1000-ZZ-RF-GA-A-0813 P1  
Existing Elevations - 807HR-1000-ZZ-L00-EL-A-0814 P1  
Existing Sections - 807HR-1000-ZZ-L00-SE-A-0815 P1

Proposed Ground Floor Plan – 807HR-1000-ZZ-L00-GA-A-0820 P4  
Proposed First Floor Plan – 807HR-1000-ZZ-L01-GA-A-0821 P1  
Proposed Second Floor Plan – 807HR-1000-ZZ-L02-GA-A-0822 P1  
Proposed Third Floor Plan – 807HR-1000-ZZ-L03-GA-A-0823 P1  
Proposed Roof Plan – 807HR-1000-ZZ-RF-GA-A-0824 P1  
Proposed Elevations 1 - 807HR-1000-ZZ-LZZ-EL-A-0825 P2  
Proposed Elevations 2 - 807HR-1000-ZZ-LZZ-EL-A-0826 P1  
Proposed Sections - 807HR-1000-ZZ-LZZ-SE-A-0827 P1

Demolition Plans - 807HR-1000-ZZ-LZZ-GA-0901 P1

Streetscene View - 807HR-1000-ZZ-LZZ-VS-A-0828 P1  
Proposed development View 1 - 807HR-1000-ZZ-LZZ-VS-A-0829 P1  
Proposed development View 2 - 807HR-1000-ZZ-LZZ-VS-A-0830 P1  
Proposed development View 3 - 807HR-1000-ZZ-LZZ-VS-A-0831 P1  
Proposed development View 4 - 807HR-1000-ZZ-LZZ-VS-A-0832 P1

Detailed East Elevation - 807HR-1000-ZZ-LZZ-DE-A-0833 P1  
Detailed North Elevation - 807HR-1000-ZZ-LZZ-DE-A-0834 P1  
Detailed Sections - 807HR-1000-ZZ-LZZ-DE-A-0835 P1

Cycle Storage Diagram - 807HR-1000-ZZ-LZZ-DI-A-0900 P1

Proposed GA Plan L00 - 807HR-1000-ZZ-L00-DI-A-0900 P2  
Swept Path Analysis – Hearse & Large Car – VN91490-TR102

### **Documents**

- Arboricultural Impact Assessment (March 2020)
- Archaeological Desk Based Assessment (Doc Ref: LP3422L-DBA-v1.4)
- BREEAM Accredited Professional Stage 2 Report – Concept Design (11 August 2020)
- Construction Management Plan
- Cover Letter (9 June 2020)
- Daylight and Sunlight Assessment (10 March 2020)
- Design and Access Statement (May 2020)

- Energy & Sustainability Statement (17 August 2020)
- Fire Safety Review (March 2020)
- Flood Risk Assessment & Drainage Strategy (June 2020)
- Floorspace Schedules and Uses
- Framework Travel Plan (March 2020)
- Noise Impact Assessment (16 March 2020)
- Planning & Heritage Statement (April 2020)
- Planning Stage Structural Report (10 March 2020)
- Preliminary Risk Assessment (Contamination Risk Assessment) (March 2020)
- Site Waste Management Plan (10 March 2020)
- Transport Statement (April 2020)

**Haringey Quality Review Panel**

**Report of Formal Review Meeting: Northumberland Terrace**

Wednesday 6 November 2019

River Park House, 225 High Rd, Wood Green, London N22 8HQ

**Panel**

Hari Philips (chair)

Marie Burns

Dieter Kleiner

Iris Papadatou

Paddy Pugh

**Attendees**

Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Graham Harrington	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

**Apologies / report copied to**

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	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.

## 1. Project name and site address

807, 790-814 (Northumberland Terrace) High Road, Tottenham, N17 ODH and to the rear (east) of Northumberland Terrace.

## 2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Ian Laurence	F3 Architecture and Interiors
Alan Carruthers	F3 Architecture and Interiors

## 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 proposals relate to land owned by Tottenham Hotspur Football Club on either side of the High Road. Both are within a growth area as identified in the Tottenham Area Action Plan. The Northumberland Terrace, on the east side of the road forms part of site allocation NT7 (Tottenham Hotspur Stadium) and building number 807 on the west side of the road is within site allocation NT5 (High Road West).

Redevelopment of 807 High Road to accommodate the existing Co-operative Funeral Care business from 806 High Road will enable a more comprehensive proposal for the Northumberland Terrace site. A large number of the buildings within the Northumberland Terrace are listed or locally listed.

807 High Road comprises a three-storey building (vacant former night club/church with residential above) and two-storey out-buildings at the rear. The site includes part of Percival Court and backs on to unit one of Chapel Place (accessed from White Hart Lane).

Officers asked for the panel's views on the overall ambition of the proposals, on the scale, massing and design of the new buildings and extensions to the Northumberland Terrace, and of any impact on the heritage assets within the site and locally. Consideration by the panel of the nature, use and design of the proposed courtyard space was also requested.



## 5. Quality Review Panel's views

### *Summary*

The Quality Review Panel broadly supports the approach and aspirations of the project at Northumberland Terrace (807, 790-814 High Road), and feels that the proposals could provide an exciting and distinctive counterpoint to the stadium. It welcomes the ambition to refurbish and improve the existing terrace and introduce uses that will activate the area each day throughout the year. The panel also supports the improvement of the quality of the environment at the rear of the terrace by the removal of later additions, and through the insertion of a new block to screen the car parking.

The panel feels that there remains scope to refine the architecture of the proposals, in particular the elevations of the studio building, and the performance and gallery spaces. It would also encourage the design team to explore options to demolish and replace the front façade of 807 High Road, and the rear façade of 790 High Road, to better accommodate the uses proposed, showcase the cultural uses within the rear courtyard, and define a stronger gateway into Paxton Place.

Further refinement of the soft and hard landscape within the courtyard would also be supported, to ensure that the space will support a variety of different uses. In addition, the panel would like to know more about the detailed design of some of the key 'thresholds' and gateways within the site. Further details on the panel's views are provided below.

### *Massing and development density*

- The panel is broadly supportive of the scale and massing of the proposals and feels that the interventions proposed will successfully mediate between the stadium and the terrace of existing buildings (including a number of significant heritage assets) that comprise Northumberland Terrace.

### *Place-making, public realm and landscape design*

- The courtyard space needs to function well across a variety of usage levels, for example in an everyday setting, or on a market day, or during a festival. It would encourage further thought about how the landscape design could support these different activities.
- Clarity around the level changes across the site would be welcomed. Drawing cross-sections through the courtyard space could help to inform the three-dimensional design of the different spaces and routes within the central area of the site.



- The panel would like to know more about the detailed design of some of the key 'thresholds' within the site; for example, the gated entrances to the courtyard, and the eastern edge of the site adjacent to Lilywhite House.
- Consideration of 'secured by design' principles should help to inform the design of these gateways, to avoid the creation of places lacking in surveillance. Bringing the location of gates adjacent to the High Road forward to remove potential hiding places might be an option to explore.
- The panel would also like more information about the proposed lighting throughout the scheme. The design of lighting within the courtyard will be very important and help to define whether the space will be perceived as public or as private, while also evoking a sense of 'theatre'.

#### *Northumberland Terrace (790–814 High Road)*

- The panel warmly supports the ambition to bring Northumberland Terrace back into full use, including the refurbishment of a number of significant heritage assets. It welcomes the approach towards visual simplification of the rear elevation, which includes the removal of later built additions.
- Consideration of exactly what uses are proposed within the existing buildings of Northumberland Terrace will help to inform the nature and detail of the refurbishment. This will be essential to resolve the technical issues of inserting new uses into heritage buildings.
- There is an opportunity to create a strong visual gateway adjacent to 790 High Road, marking the transition between the stadium and Paxton Place. Replacing the existing rear / side extension to 790 High Road could help open up the entrance to the courtyard and showcase the cultural uses. The panel thinks this could be more successful than retention of the existing fabric, and the insertion of a living wall as currently proposed.
- The panel thinks that the proposed gallery space and performance venue to be the rear of the Northumberland Terrace would be very positive additions to the locality, helping to give the area a distinctive identity.
- The architecture of the new gallery space and performance venue would benefit from further thought, to create a design that reflects or reveals the uses contained within.
- The panel notes that a three-storey gallery extension has the potential to be visually very exciting within the streetscape, and could host exhibitions of artwork that require a larger volume of space.



*Studio block to the rear of Northumberland Terrace*

- The panel supports the concept of screening the carpark area to Lilywhite House, with a new block to the rear of the Northumberland Terrace providing a stronger edge to the courtyard.
- This block reflects some of the rhythms of the Northumberland Terrace within its façade, but the panel questions whether this is successful and would encourage further thought about how the architecture of the studio block responds to the existing terrace and expresses its use. A less domestic appearance could be appropriate.
- Issues of safety and perception of safety should also inform the detailed design of the entrances to the residential accommodation.
- Further engagement with local businesses and community groups could also help to inform the detailed design of the studio block, ensuring that it responds well to local economic need.
- The panel welcomes the provision of cycle parking within the ground level of the studio block, which will help support the aspiration for healthier neighbourhoods within Haringey.
- However, cycle storage areas providing ventilation to the undercroft car park of Lilywhite House leave little space for active frontage. Options that could be explored to address this include adjusting the location of the café to allow spill-out space at the sides, or adjusting the relationship and location of the different areas of cycle parking.

*807 High Road*

- In the panel's view the existing façade of 807 High Road is not significant enough to merit retention, which is a very costly and complex technical process. It would encourage the design team to instead invest those resources in the creation of a high-quality new building for 807 High Road. Exploration of either a contemporary architectural approach or a contextual approach would be supported.

*Next steps*

The panel would welcome a further opportunity to review the proposals. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.



**Appendix: Haringey Development Management DPD  
Policy DM1: Delivering high quality design**

**Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
  - b Make a positive contribution to a place, improving the character and quality of an area;
  - c Confidently address feedback from local consultation;
  - d Demonstrate how the quality of the development will be secured when it is built; and
  - e Are inclusive and incorporate sustainable design and construction principles.

**Design Standards**

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
  - b Form, scale & massing prevailing around the site;
  - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
  - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
  - e Rhythm of any neighbouring or local regular plot and building widths;
  - f Active, lively frontages to the public realm; and
  - g Distinctive local architectural styles, detailing and materials.



# **MINUTES OF MEETING PLANNING SUB COMMITTEE HELD ON MONDAY, 10TH FEBRUARY, 2020, 19:00 – 21:15**

**PRESENT:** Councillors Vincent Carroll (Chair), Gina Adamou (Vice-Chair), John Bevan, Luke Cawley-Harrison, Peter Mitchell, Viv Ross, Yvonne Say and Sarah Williams

## **384. FILMING AT MEETINGS**

Noted.

## **385. PLANNING PROTOCOL**

Noted.

## **386. APOLOGIES**

Apologies for absence were received from Councillor Tabois, Councillor Basu and Councillor Hinchcliffe.

## **387. URGENT BUSINESS**

None.

## **388. DECLARATIONS OF INTEREST**

Councillor Ross declared he was a member of the Canal and River Trust.

Councillor Bevan declared he attended a monthly meeting with Tottenham Hotspur which discussed any issues that arose from the operations of the stadium.

## **389. MINUTES**

**RESOLVED** that the minutes of the Planning Committee held on 11<sup>th</sup> November 2019 be approved.

## **390. PRE/2019/0212 - (A) NORTHUMBERLAND TERRACE (NOS. 790 TO 794 AND NOS. 798 TO 808 HIGH ROAD, N17) AND LAND TO THE REAR AND (B) NO. 807 HIGH ROAD N17**

*Clerk's note - Prior to considering the application, the Chair granted a Member request to allow the Committee 10 minutes to read and consider Appendix 2(b) which was circulated to Members in a supplementary pack on 10<sup>th</sup> February 2020.*

The Committee considered a pre-application proposal regarding (a) Northumberland Terrace (Nos. 790 to 794 and Nos. 798 to 808 High Road, N17) and land to the rear

and (b) No. 807 High Road, N17. The majority of the proposed development would be on the east side of the High Road. However, the redevelopment of No. 807 on the west side of the road would facilitate the relocation of the Co-operative Funeral Care business and potentially the existing dentist surgery, which are currently at No. 806 and 802 High Road respectively.

East side of the High Road (Northern Terrace and land to rear)

- (a) Erection of a new four storey building to the west of Lilywhite House for flexible A1/A2/A3/B1/D1/D2 use, including the demolition of the locally listed rear extension to No. 814 High Road, and new hard/soft landscaping works; (b) Internal and external repairs, enhancements and minor alterations to the statutory and locally listed buildings along the High Road to facilitate their meaningful future reuse for a flexible range of uses within the A1/A2/A3/B1/D1/D2 use classes; and (c) the demolition of rear extensions to Nos. 798, 800/802, 804/806 and 808 High Road and the erection of new rear extensions to Nos. 800/802 and 804/806 and 808 High Road.

West side of the High Road (No. 807)

- (b) Redevelopment of No. 807 High Road to provide a four-storey building comprising retail (A1) on the ground floor, a business/dentist surgery on the first floor (B1/D1) and two dwellings (C3) on the upper floors. There would be a second four-storey building at the rear, joined by a covered parking area with a landscaped courtyard on top, to provide seven dwellings (C3). There would be nine dwellings in total.

The Planning Officer and representatives for the applicant delivered a presentation on plans for the scheme. The representatives provided the Committee with a detailed handout on the proposals.

The Chair thanked the representatives for their presentation and invited Committee Members to raise any comments or questions. The following was discussed:

- The representatives noted the linear building was there to mediate the scale of Lilywhite House.
- Regarding access, the intent was to create much cleaner access, with a one direction through-route at the side of the site.
- The developers wanted to create a vibrant space that people wanted to visit.
- The cycle parking was to be completely replaced with a new and secure gated facility. Access was to be provided to those residents who owned cycle parking but there would also be cycle parking available to the public.
- It was suggested the proposals for 807 could be bolder.
- The proposed buildings would be a mixture of brick and steel structure, with the steel structure not being visible. The linear building would be a steel structure but the extensions to the existing building would be load bearing masonry.
- Quality materials would be used which were appropriate for the environment.
- The Northumberland Terrace proposals were criticised for being plain and the wrong side of traditional and modern. The gating on the east was called oppressive and at stark contrast with the surrounding buildings.
- It was suggested where brick lintels were used, these should be detailed and in line with surrounding properties.

- The proposals were still a work in progress and work on the boundary treatment was ongoing.
- With regard to 807, the representatives noted they were trying to strike a balance between a modern building with details from the existing building being maintained.
- Regarding the vision for the space, the applicants were trying to create an ecosystem with the public able to have access to the buildings. Access to the public would be restricted on match days, however, emergency services would have access at all times.
- Concern was raised over the potential for traffic issues as a result of the scheme. In response, the representatives noted that there were no traffic implications as a result of any work to 807.
- It was not possible to attain the adjoining properties to 807 as they were not within Tottenham Hotspurs ownership.
- Concern was raised over the absence of affordable workspace. In response, it was noted that whilst there was none proposed in the scheme, the Club had been exploring what the Council's policy was on the matter. If it was requested that a mixture of workspace was necessary in order for the scheme to be policy compliant, that would be addressed.
- It was requested that the applicant's response to each of the recommendations by the QRP be set out clearly so that the Committee could see what action had been taken to date.
- The Committee praised the detailed tabled papers provided by the representatives.

### **391. PPA/2019/0012 - LOCK KEEPERS COTTAGES, FERRY LANE**

The Committee considered an application for the demolition of the existing houses and erection of a 3-6 storey mixed-use development including a café at ground floor, approximately 690 sq.m. of office space on the ground to first floors and 13 flats on the floors above. The scheme would be a 'car free' development with 1 accessible parking space provided approximately 100 metres from the main residential entrance on Hale Village. The proposal would provide an Estate Management Office for Hale Village to replace the existing temporary office on Millmead Road.

The Planning Officer and representatives for the applicant gave a presentation on plans for the scheme.

The Chair thanked the representatives for their presentation and requested more detailed and tailored visuals for the scheme be made available before any future applications. The Chair then invited Committee Members to raise any comments or questions. The following was discussed:

- The Committee had serious concerns over the wheelchair accessible car parking space for the site. The Committee was not convinced by the proposal for the single car parking space that was required for the wheelchair accessible unit being provided off-site within the existing Hale village development. This was considered too unreasonable and too far from the development. It was noted that it was a policy requirement for a development of this size to provide a wheelchair accessible unit.

- There was concern the area was already over developed.
- The representatives noted that the primary purpose of the scheme was to provide Lee Valley Estates with a head office so that they could continue employing people in the area. The secondary purpose was to provide estate management. However, the scheme was only viable with the residential element.
- There was concern surrounding entrances to the towpath and also the balconies over the towpath. The representatives noted there was some overlap onto the towpath on the eastern elevation, but this would only be by around 800millimetres, with none of the balconies hanging over the canal.
- The representatives noted they had worked closely with the Canal and River Trust over this development, who they claimed were supportive of the scheme. It was suggested that the developers contribute to the refurbishment of the lock. The representatives responded that they had held discussions with the Canal and River Trust and would provide written confirmation of any agreements made between the two before any future application. They claimed there had been an assurance from the Trust that, were the development to go ahead, then the locks would become a priority to be fixed.
- The representatives accepted the plans were close to the set boundaries, but this was done to utilise all the available space.
- There was concern over the usage of green walls in the scheme.
- The Committee sought to see the Applicant's individual responses provided to each recommendation raised by the QRP. The representatives agreed and informed they had already adopted some of the proposed changes by the QPR, such as moving access from the tow path to Ferry Lane for the residential properties.
- The representatives advised that the scheme was not able to support affordable housing as it was not viable.
- Regarding the shared lift for the café and residential properties, the representatives informed this would be fob operated and only residents with a fob could access the properties.
- There was concern over the design and how the development fitted into the surrounding area, with the absence of any rationale for the colour scheme criticised. The representatives claimed the development had been designed with the surrounding area considered.
- The yellow window frames would be aluminium, with the yellow cladding also likely to be aluminium.
- The absence of any parking close to the development was criticised as not being practical.

### **392. UPDATE ON MAJOR PROPOSALS**

**RESOLVED** that the report be noted.

### **393. APPLICATIONS DETERMINED UNDER DELEGATED POWERS**

**RESOLVED** that the report be noted.

### **394. NEW ITEMS OF URGENT BUSINESS**

N/A.

**395. DATE OF NEXT MEETING**

9<sup>th</sup> March 2020.

CHAIR: Councillor Vincent Carroll

Signed by Chair .....

Date .....

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## Appendix 4: Internal and External Consultee Representations

Stakeholder	Comment	Response
<b>INTERNAL</b>		
Carbon Management	<p><u>Energy – Overall.</u> The overall predicted reduction in CO<sub>2</sub> emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 74.8% in carbon emissions with SAP10 carbon factors. This represents an annual saving of approximately 8.33 tonnes of CO<sub>2</sub> from a baseline of 10.46 tCO<sub>2</sub>/year.</p> <p>A total carbon shortfall of 3.38 tCO<sub>2</sub>/year remains. The carbon offset contribution would therefore be around £9,633 subject to detailed design and confirmation of the measures below.</p> <p><u>Energy – Lean.</u> The applicant has proposed an improvement of beyond Building Regulations by 15.14% through improved energy efficiency standards for the entire development. It is not clear how the different elements of the build perform against the minimum 10% and 15% reduction set in Policy SI2 in the Intended to Publish London Plan for residential and non-residential elements respectively, so this is not supported.</p> <p>Phenolic foam is proposed as an insulation material. This is a synthetic material, based on plastic foam, which is not considered acceptable. The applicant needs to review natural, breathable insulation materials which are recommended by Historic England for the use in listed buildings and extensions to listed buildings. Furthermore, this material should also be used in the new build to ensure the building performs better in terms of moisture buffering properties, indoor air quality and embodied carbon.</p> <p><u>Energy – Clean.</u> The applicant is proposing to make it possible to connect the site to a DEN in the future. The site is within the Tottenham North DEN connection area and must therefore make these provisions. The plant room is situated in the middle of the site, which would make future connection more difficult. Pipework to the edge of the site, with a connection point and HIU.</p> <p>No energy reductions have been proposed based on connecting to the DEN.</p> <p><u>Energy – Green.</u> The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total saving of regulated emissions would be 74.80%.</p> <p>The solar PV array peak output would be 6.93 kWp (21 panels), which is estimated to produce around 5,985 kWh of renewable electricity per year. This would represent a carbon saving of 3.11 tCO<sub>2</sub>/year.</p>	<p>The recommended conditions address the comments, including the need for an updated energy strategy, overheating, MVHR and BREEAM accreditation.</p> <p>Recommended s106 planning obligations to facilitated connection to a future DEN.</p>

Stakeholder	Comment	Response
	<p>The proposed ASHPs with a COP of 4.6 (heating) and 6.7 (cooling) will individually provide hot water and heating to the dwellings and commercial units. This seems high. It is not clear what the carbon reduction saving would be for ASHPs.</p> <p><u>Be Seen</u>. The applicant will be required to sign up to the GLA's Energy Monitoring platform once this has been opened.</p> <p><u>Overheating</u>. An overheating assessment has been done in line with CIBSE TM52 and TM59 (dated February 2020). Further detail is required to demonstrate it is policy compliant.</p> <p><u>Sustainability</u>. No BREEAM Pre-Assessment has been undertaken for the commercial element of the scheme. The applicant is aiming for 'Excellent' but has stated that it currently only achieves a 'Very Good' rating. Some explanation is provided but without a Pre-Assessment it cannot be determined whether this is policy compliant</p> <p><b><u>Updated comments</u></b> It was not clear from the previous energy report that the existing building was not being retained, as was previously discussed during the pre-application stage. Therefore, many of the comments above are not applicable.</p> <p><b>Carbon Factor</b> The applicant has used SAP10 carbon factors. However, for applications connecting to the DEN should be using SAP2012 carbon factors. This will therefore impact the % reduction under Be Lean requirements and the carbon offset contribution that would be due under the deferred contribution approach.</p> <p><b>Interim heating strategy</b> For applications connecting to the DEN, we do not accept air source heat pumps as an interim heating technology. Proposing ASHPs undermines the viability for connection for all other sites and the connection to the Energy from Waste heat source. The acceptable interim solution is the installation of gas boilers. The scheme could be future proofed by installing ASHPs in the future if the site does not connect to the DEN.</p> <p>A revised Energy Strategy will need to be submitted to revise its interim heating strategy. It would be preferable for this to be submitted prior to determination, but the detailed revised strategy can also be submitted prior to commencement of development through planning conditions/s106 obligations.</p> <p><b>Overheating</b></p>	

Stakeholder	Comment	Response
	<p>The applicant submitted an Overheating Assessment (dated August 2020) by eb7, this has been done in line with CIBSE TM59. Design parameters include openable windows to 25°, fully openable glazed doors fully openable and a g-value 0.3.</p> <p>The results demonstrate:</p> <ul style="list-style-type: none"> <li>- All habitable rooms meet DSY1 criteria 1 and 2 in the 2020s weather file, which is policy compliant.</li> <li>- Under DSY2. Flat 8 living/dining room (L/D) fails.</li> <li>- Under DSY3, the following rooms failed: Flat 1 both double bedrooms and L/D, Flat 3 double bedroom and L/D, Flat 4 double bedroom and L/D, Flat 6 double bedroom and Flat 8 L/D.</li> <li>- Under the 2050s weather file, the L/Ds of Flats 1, 3, 4, 7 and 8 fail, and the bedroom for Flat 4. Under the 2080s weather file, all habitable rooms significantly exceed the criteria.</li> </ul> <p>The report sets out that retrofit options include: sun control window film to reduce solar gains by a further 50%, providing residents with a user guide, internal blinds (white backing). Although it is not mandatory to comply with DSY2 and 3, they could be significant indicators of future heat waves. The proposed flats should be further mitigated against under DSY 2 and 2 as far as possible within the proposed development. A planning condition has been recommended below to secure further potential mitigation measures.</p> <p><b>Sustainability</b></p> <p>The BREEAM Accredited Professional Stage 2 – Concept Design report by EB7 (dated 11 August 2020) demonstrates that schemes intends to achieve BREEAM ‘Excellent’. It sets out a score of 72.41 for the retail unit, with a further potential of 6.85 credits. This is strongly supported.</p> <p><b>Planning conditions</b></p> <p><u>Energy Plan</u></p> <p><i>(a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval. This should demonstrate that the development will connect to the Decentralised Energy Network (DEN) at North Tottenham, with an interim gas boiler heating solution and SAP2012 carbon factors. This report shall also set out the calculated deferred carbon offset contribution and plans showing how the development will be future proofed in case it does not connect to the DEN.</i></p> <p><i>(b) Prior to the commencement of development, the following details must be submitted to demonstrate the scheme has made sufficient provisions to connect to the North Tottenham DEN:</i></p> <ul style="list-style-type: none"> <li>• <i>A plan to show the required layout of infrastructure (including conduit space, pipes and plant room) to connect to the future DEN;</i></li> </ul>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• <i>Set out detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe routes and lengths, pipe sizes (taking account of F&amp;R temperatures and diversification) and insulation to determine heat loss from the pipes in W/dwelling in order to demonstrate losses have been minimised;</i></li> <li>• <i>Buried pipe (dry and filled with nitrogen) to LBH's approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;</i></li> <li>• <i>A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1;</i></li> <li>• <i>A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set;</i></li> <li>• <i>Determine how the offsets will be split between 'initial offset' (100% of which to be paid on commencement) and 'deferred offset'.</i></li> </ul> <p><i>(c) Prior to occupation, evidence shall be submitted that the proposed solar photovoltaic array of at least 6.93 kWp and associated monitoring equipment has been installed correctly. The solar PV array shall be maintained and cleaned at least annually thereafter.</i></p> <p><i>(d) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><b><i>Reason:</i></b> <i>To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</i></p> <p><u><b><i>Overheating</i></b></u></p> <p><i>(a) Prior to the commencement of development, evidence shall be submitted to demonstrate how the detailed design stage has explored and implemented further mitigation measures, where feasible, to reduce the risk of overheating for the development under Design Summer Years 2 and 3 for London under TM59. The submission should also outline who will own the risk of overheating and what the home user guide for future residents will include.</i></p> <p><i>(b) The development shall be built in accordance with the Overheating Assessment (dated August 2020) by eb7 and any further necessary mitigation measures identified in point (a).</i></p> <p><b><i>Reason:</i></b> <i>To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</i></p>	

Stakeholder	Comment	Response
	<p><u>MVHR</u>  <i>Prior to installation, details of the Mechanical Ventilation and Heat Recovery (MVHR) systems shall be submitted to the Local Planning Authority. Details should include the efficiency, location of the units to ensure easy access for servicing, plans showing the rigid ducting.</i></p> <p><b>Reason:</b> <i>To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9.</i></p> <p><u>Living Roofs</u>  <i>(a) No development shall commence above ground floor until details of Living Roof have been submitted to and approved in writing by the Local Planning Authority. These details shall include:</i></p> <ul style="list-style-type: none"> <li><i>i) A roof plan identifying where the living roof will be located and what surface area it will cover;</i></li> <li><i>ii) Sections demonstrating substrate of no less than 250mm for the intensive living roofs;</i></li> <li><i>ii) Plans showing the inclusion of biodiversity measures for the living roof, such as details of diversity of substrate depths and types across the roof to provide contours of substrate to provide a variation in habitat, or details of log piles / flat stones for invertebrates;</i></li> <li><i>iv) Details on the range of native species of planting and herbs planted to benefit native wildlife;</i></li> <li><i>v) Irrigation, management and maintenance arrangements.</i></li> </ul> <p><i>(b) The approved living roof shall be provided before the buildings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.</i></p> <p><b>Reason:</b> <i>To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</i></p> <p><u>BREEAM Accreditation</u>  <i>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM ‘Excellent’ outcome (or equivalent).</i></p> <p><i>(b) The retail/commercial units shall be not be occupied (Use Class A1/B1 or D1) until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of ‘Excellent’ for that unit has been achieved. The Accreditation of ‘Excellent’ shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</i></p> <p><b>Reason:</b> <i>To ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.</i></p>	

Stakeholder	Comment	Response
Conservation Officer	<p>The proposed scheme would replace an undesignated building dating from the late 1940s and would infill its back land, thus seizing the opportunity to improve the quality of the conservation area through good design and a better use of its spaces.</p> <p>The existing building forms part of the historic frontage of North Tottenham Conservation Area, here characterised by a number of locally listed buildings immediately flanking the development site, but No 807 is deemed to be a much altered and bland Victorian pastiche whose material qualities have contributed to its inoffensive insertion within the historic frontage of the conservation area. However, this is one of the most heritage-sensitive stretches of the Conservation Area, being just opposite the highly significant Georgian townhouses of Northumberland Terrace and being characterised by a high concentration of listed and locally listed buildings and there is an opportunity to unveil its qualities and to declutter its back land through well- designed buildings and spaces.</p> <p>The proposed scheme stems from a careful analysis of the context and extensive discussion with the council and in its finalised iteration appears very respectful of its adjacent buildings, clearly influenced by the Georgian architecture of the most important buildings in the area and seems also very consistent with its wider context and relevant building by providing a well-proportioned contemporary reinterpretation of a classical townhouse characterised by symmetry, well-detailed windows and an elegant shopfront to ground floor.</p> <p>The development to the rear is more markedly contemporary and includes a well-integrated landscape design which helps maximizing the quality of the constrained land to the rear of No 807. Detailed design to include façade treatment, windows detailing and materials, especially in relation to the building fronting the High Road are fundamental to ensure a seamless insertion of the new buildings within the existing townscape. The proposed development is fully supported from conservation grounds and detailed design covering both buildings and landscape should be approved by the local authority.</p>	The recommended conditions would enable officers to scrutinise detailed design and external material choices.
Design Officer	The proposals are well designed and promise to be a polite insertion into the Conservation Area and High Road frontage, including an active frontage through a well-designed shopfront, to the High Road and appropriate more private frontage to the Percival Court mews street. Above there will be decent quality residential accommodation, in a mix of smaller flat sizes appropriate to this high street and back of high street location, with a good podium level private amenity area, as well as private balconies to all flats and good outlooks and privacy. Conditions should ensure high quality brickwork and roof covering as well as sound detailing to the shopfront, windows (especially cills and lintels), parapet and gable.	Noted. Discussed in body of the report.
Drainage	The site is in CDA _61, the majority of the proposed development is in Flood Zone 1, which has a low risk of flooding, however, there is a small area that borders Flood Zone 2, which has a medium risk of flooding, with flood water level potentially reaching 0.4 to 1.0m. this would affect the non-residential	Noted

Stakeholder	Comment	Response
	<p>parts of the proposed development. The applicant has mitigated the risk by proposing to raise sockets above the flood level as mentioned.</p> <p>The site offers few opportunities to have SuDS, solutions towards the top of the hierarchy due to the space that's available. The chosen SuDS, will include Blue roofs, attenuation tank, rain water butts on the podium level so the rain water can be re-used and the possibility of the inclusion of green roofs that would contribute to biodiversity and a treatment to improve the water quality, so there is a good balance of SuDS features and the site is being maximised for the space available.</p> <p>The proposed drainage strategy will achieve a betterment of approximately 77% on the existing drainage, with the run off rate close to green field rate, the drainage system will be gravity fed and will discharge to the public sewer subject to agreement with Thames Water, at the time of reviewing the strategy the applicant was waiting for Thames Water, to respond.</p> <p>A management maintenance plan has been provided within the strategy that will be in place for the lifetime of the development, the system will be maintained by a private company to ensure the system is maintained and functions effectively.</p> <p>The Haringey, pro-forma hasn't been provided this will need to be completed and returned to the LLFA, for review, this shouldn't delay the progress of the application.</p> <p>Based on the flood risk assessment and the drainage strategy that is being proposed the LLFA, can accept the strategy in principle.</p>	
Economic Development	We have no adverse comments to make. We note the redevelopment would have 215sqm of non-residential space, and are generally supportive of this application.	Noted.
Pollution	No objection to the proposed development in relation to air quality and land contamination, subject to conditions and an informative addressing the following: Land Contamination, Unexpected Contamination, Non-Road Mobile Machinery, Combustion and Energy Plan, Demolition/Construction Environmental Management Plan and Asbestos Survey (informative)	The recommended planning conditions and informatives pick up on these issues.
Public Health	Housing quality and design. Public Health is pleased to see the design will be fitted with appropriate security measures (such as CCTV and secure access) and will create safe living conditions for our residents.	Noted.

Stakeholder	Comment	Response
	<p>We note the accessible unit (Flat 8) is located on the third floor, which is the top floor of a four-storey building. The size of Flat 8 is 66.17 m<sup>2</sup> and there is limited access to private amenity space compared to other flats.</p> <p>There could be an issue of safety and accessibility for the vulnerable to enter and leave the building. We are aware there is a lift and it can be frustrating for wheelchair users if this is broken down.</p> <p>As stated in the fire safety plans: “Disabled persons can access the First Floor using the lift, therefore there should be a disabled refuge in the stair. It should measure 900mm x 1400mm and not impede on the flow of persons escaping. A disabled refuge and lobby have been provided.”</p> <p>There is a disabled refuge in the stairs provided as well as lift to access the first floor. For accessibility and safety reasons we suggest the accessible unit in Flat 8 to substituted with Flat 2 located on first floor with a floor space of 65.15m<sup>2</sup>, approx 1.02m<sup>2</sup> difference and with more private amenity space, in order to protect the vulnerable and enhance their mental health and wellbeing.</p> <p>Key things we would like to ensure:</p> <ul style="list-style-type: none"> <li>• The development build is Disability Discrimination Act (DDA) compliant</li> <li>• The community outdoor space is dementia friendly. A checklist of recommendations for designing dementia-friendly outdoor environments Neighbourhoods for life.</li> </ul> <p><u>Air quality, noise and neighbourhood amenity.</u> Public Health were happy to see there is a shared green space proposed in this development and the resident unit as well as commercial units have their own amenity space. Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Due to the close proximity to the existing residents we would like to ensure there is a stringent construction management plan are attached to lessen construction impacts, particularly dust, noise levels and including the hours of working.</li> <li>• The Community Liaison Manager builds a strong relationship with local businesses and residents prior to the demolition and they feel confident to contact the manager. Also, to ensure there is a feedback and complaint procedure in place for residents and businesses open after working hours.</li> </ul> <p><u>Accessibility and active travel.</u> We are pleased to see sufficient bicycle storage being proposed for 20 bicycles. We are reserved in our view of a shared cycling parking with residents and</p>	

Stakeholder	Comment	Response
	<p>businesses. We believe this needs further discussion. As this will be a shared space for residents and commercial users and located at the back corner of the ground floor, we need to ensure safety measures are in place and residents feel safe to use the cycle storage.</p> <p>Key points we would like to see:</p> <ul style="list-style-type: none"> <li>• Consideration of ‘secured by design’ principles should help to inform the design of the cycle storage.</li> <li>• Details on the design of the secure cycle storage/parking spaces including the lighting used and safety measures (in line with 2016 London Cycle Design Standard, Haringey Transport Strategy)</li> <li>• Easy access to the cycle storage; single semi-transparent door and light sensors. Layout of the cycle racks. Safe and well-lit walking routes and keeping entrances in open sight lines (avoid entrances located at the back of the building)</li> <li>• Promote cycling and walking by connecting routes to wider networks</li> </ul> <p><u>Climate change.</u> Public Health were pleased to see an increase in planting on-site within the resident’s amenity deck, which will also improve the Site’s biodiversity value, satisfying the London Plan.</p> <p>Key point we would like to ensure:</p> <ul style="list-style-type: none"> <li>• The design proposal ensures that new housing and public realm can adapt to changes in temperature</li> </ul> <p><u>Summary.</u> Overall, this is potentially a good development with open space and private amenity space for the occupants. Shared cycle space should be reviewed with planning for safeguarding. No room measurements limit our response.</p>	
Transportation	<p><u>Access Arrangements.</u> The site is located to the western side of the High Road, and there will be level access for visitors from there and also via Percival Court to the side (northern) of the building. This is not public highway and is privately owned and appears to be an access shared with other adjacent properties. Percival Court can accommodate pedestrians, cyclists and vehicles. Commercial floor space access is proposed off the High Street, and residential off both the High Street and Percival Court.</p> <p>It is also proposed for a gated entrance to be provided to the northern side of the site off Percival Court, to enable access to a single blue badge parking bay.</p>	The recommended planning conditions and informatives pick up on these issues.

Stakeholder	Comment	Response
	<p>Swept path plots have now been provided by the applicant that detail the manoeuvres made to enter and leave by both hearses accessing the yard space at the rear off Percival Court, and also for a car parking in the on-site blue badge parking space. These appear satisfactory although they do not appear to have a 300mm safety buffer shown (this should be clarified and resubmitted of not the case). Also, the commercial floor space visitor cycle parking does look very close to one of the parked hearses. This needs to be revisited to display the dimensions of the yard and parking area, and also to show how close manoeuvring hearses get to parked cycles in the adjacent Sheffield Stands, and whether doors can be opened with impeding the ability to park cycles or vice versa. This can be covered by condition for review and approval prior to commencement of the development, to ensure that the proposed arrangements are workable and do not compromise the ability of visits to easily park cycles or vehicles.</p> <p>There are also swept path plots provided for a hearse entering and leaving Percival Court. It is noted that the hearse would need to sweep out to lane 2 to make the manoeuvre, this is likely to be similar to a longer wheelbase van or similar making the same manoeuvre. The TA references this manoeuvre only being made off peak, however that does not sound realistic or practical as these vehicles could be required to access or leave the premises at any time.</p> <p>In any situation, similar to a longer wheelbase vehicle, any hearse accessing the site via Percival Court will need to take the appropriate caution and opportunity to access Percival Court. It is noted that 3/5 tonne Luton Vans access the site at present and these are slightly larger than hearses.</p> <p><u>Parking.</u> There is a single blue badge parking bay which is proposed for the commercial component of the development. Otherwise, the development is proposed as a car free development with respect to the residential component, and it is also proposed as a permit free development.</p> <p>Overall, it will be appropriate for the residential units proposed to be car free/permit free, with the applicant entering into the appropriate Planning Agreement to cover this and to meet the Council's Costs £4000). This can be covered by the S106.</p> <p><u>Cycle Parking.</u> The TA includes a table detailing the cycle parking required to meet the requirements of the London Plan.</p>	

Stakeholder	Comment	Response																																
	<table border="1" data-bbox="432 172 1563 598"> <thead> <tr> <th data-bbox="432 172 873 252">Use &amp; Floorspace (GEA)</th> <th data-bbox="873 172 1234 252">London Plan Minimum Standard</th> <th data-bbox="1234 172 1406 252">London Plan Requirement</th> <th data-bbox="1406 172 1563 252">Proposed No. of Spaces</th> </tr> </thead> <tbody> <tr> <td data-bbox="432 252 873 331">Residential (long stay) (9 units)</td> <td data-bbox="873 252 1234 331">1.5 spaces/1b2p unit 2 spaces/all other</td> <td data-bbox="1234 252 1406 331">15.5</td> <td data-bbox="1406 252 1563 331"><b>16</b></td> </tr> <tr> <td data-bbox="432 331 873 375">Residential (short stay) (9 units)</td> <td data-bbox="873 331 1234 375">5-40 dwellings, 2 spaces</td> <td data-bbox="1234 331 1406 375">2 spaces</td> <td data-bbox="1406 331 1563 375"><b>2</b></td> </tr> <tr> <td data-bbox="432 375 873 418">A1 (long stay) (155.3sqm)</td> <td data-bbox="873 375 1234 418">1 space per 250sqm</td> <td data-bbox="1234 375 1406 418">0.6 spaces</td> <td data-bbox="1406 375 1563 418"><b>1</b></td> </tr> <tr> <td data-bbox="432 418 873 461">A1 (short stay) (155.3sqm)</td> <td data-bbox="873 418 1234 461">1 space per 125sqm</td> <td data-bbox="1234 418 1406 461">1.2 spaces</td> <td data-bbox="1406 418 1563 461"><b>1</b></td> </tr> <tr> <td data-bbox="432 461 873 504">B1/D1 (long stay) (87.8sqm)</td> <td data-bbox="873 461 1234 504">1 space per 150sqm, 0.6, min 2</td> <td data-bbox="1234 461 1406 504">2 spaces</td> <td data-bbox="1406 461 1563 504"><b>2</b></td> </tr> <tr> <td data-bbox="432 504 873 547">B1/D1 (short stay) (87.8sqm)</td> <td data-bbox="873 504 1234 547">1 space per 500sqm, 0.2 min 2</td> <td data-bbox="1234 504 1406 547">2 spaces</td> <td data-bbox="1406 504 1563 547"><b>2</b></td> </tr> <tr> <td data-bbox="432 547 873 598"><b>Total</b></td> <td data-bbox="873 547 1234 598"></td> <td data-bbox="1234 547 1406 598"></td> <td data-bbox="1406 547 1563 598"><b>24</b></td> </tr> </tbody> </table> <p data-bbox="824 632 1182 659" style="text-align: center;"><b>Table 4.1 Cycle Parking Allocations</b></p> <hr data-bbox="409 678 1610 681"/> <p data-bbox="409 703 1731 810">To meet forthcoming London Plan requirements, 16 long stay cycle parking spaces and 2 No. short stay visitor spaces are required for the residential units, and a total of 6 short/long stay spaces for the commercial floor space.</p> <p data-bbox="409 852 1762 959">An internal cycle parking store is proposed to the back of the ground floor area, accessible from both cores. This will be able to accommodate 20 cycles, and includes provision for 5% of the cycles to be larger cycles.</p> <p data-bbox="409 1000 1749 1107">Ideally there should be physical separation between the long stay residential cycle parking and commercial cycle parking, they should be in separate areas/containers/stores for security purposes.</p> <p data-bbox="409 1149 1758 1329">For the commercial cycle parking, both long stay and short stay (4 spaces for each) are proposed for location within the service yard area, the long stay within a cycle parking store, and short stay on two Sheffield Stands. The numerical provision is correct to meet the requirements of the London Plan, and separation between the residential and commercial cycle parking is now provided so in principle this will be acceptable.</p> <p data-bbox="409 1370 1736 1441">We will require sight of scaled drawings showing and confirming the store dimensions and the manufacturer's installation specifications for the cycle parking to ensure the proposed</p>	Use & Floorspace (GEA)	London Plan Minimum Standard	London Plan Requirement	Proposed No. of Spaces	Residential (long stay) (9 units)	1.5 spaces/1b2p unit 2 spaces/all other	15.5	<b>16</b>	Residential (short stay) (9 units)	5-40 dwellings, 2 spaces	2 spaces	<b>2</b>	A1 (long stay) (155.3sqm)	1 space per 250sqm	0.6 spaces	<b>1</b>	A1 (short stay) (155.3sqm)	1 space per 125sqm	1.2 spaces	<b>1</b>	B1/D1 (long stay) (87.8sqm)	1 space per 150sqm, 0.6, min 2	2 spaces	<b>2</b>	B1/D1 (short stay) (87.8sqm)	1 space per 500sqm, 0.2 min 2	2 spaces	<b>2</b>	<b>Total</b>			<b>24</b>	
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Stakeholder	Comment	Response
	<p>arrangements will be easily useable and attractive to residents and employees/visitors. This can be covered by a pre commencement condition.</p> <p><u>Deliveries and servicing.</u> There is a loading pad provided within the footway very close to the site, allowing 40-minute loading between 0700- 2030. The absolute demands arising from the development are likely to be small in terms of total numbers of movements for both the residential and commercial uses. It is expected that the loading pad on the high road will be utilised most of the time for visiting service vehicles and some service vehicles (of appropriate size) may take the opportunity to access Percival Court.</p> <p><u>Refuse and Recycling collection arrangements.</u> The TA intimates refuse and recycling collections will be made from the street which is expected. The Council's Waste Team has indicated a 'flats above shops' type service will be required with waste and recycling left for collection from The High Road. Ultimately the proposed arrangements will need to accord with the Council's Waste and recycling collection team.</p> <p><u>Construction Phase.</u> Given the site's location in a busy High Road, with a restricted access, close to a loading bay and adjacent to other commercial and residential neighbours, it will be necessary for a detailed draft of a Construction Logistics Plan to be submitted for review and approval prior to commencement of the physical works for the development.</p> <p>This document will need to fully detail how it is intended to build out the development, and what measures will be utilised to manage the build out to minimise and mitigate any potential impacts on the safe and smooth operation of the public highway, and on adjacent neighbours. In particular details of how materials will be moved into and out of the site and how the free and safe flow of pedestrians, cyclists and motor vehicles will be maintained. The CLP can be covered by condition.</p> <p><u>Summary.</u> Given the very good accessibility to public transport services and local shops, it will be appropriate for it to be a car free/permit free development, apart from the provision of a blue badge bay for the accessible residential unit, so the applicant will need to enter into the appropriate planning agreement and meet the Council's costs (£4,000).</p> <p>Clarification of the proposed arrangements for cycle parking and waste/recycling collections will also be required, this can be covered by pre-commencement condition.</p>	

Stakeholder	Comment	Response
	<p>Finally, given the site's location, it will be appropriate for a detailed CLP to be submitted for review and approval prior to commencement of the construction work for the development.</p> <p>Overall, subject to satisfactory receipt and review of conditions relating to the cycle parking and waste/recycling collection arrangements, plus a Construction Logistics Plan, Transportation do not object to this application.</p>	
Tree Officer	<p>The tree is of limited value, having been subject to poor management previously. If the tree was retained and permission was granted for the new development, it would require pruning on an annual basis. In my opinion, it would be more appropriate to remove it and plant a more suitable species further away from the wall. Although I am unsure how you would get the tree owner to agree to this, would the developer fund the removal and replacement tree?</p>	<p>Addressed in report and recommended conditions.</p>
Waste	<ul style="list-style-type: none"> <li>• It is not possible for a waste collection vehicle to enter and exit Percival Court using forward motion gears.</li> <li>• Waste collection vehicle cannot stop at entrance of Percival Court due to traffic lights (they would need to stop outside No. 803 High Road)</li> <li>• It is not possible for waste receptacles should be within 10 metres of collection vehicle.</li> <li>• Currently the council provide a timed banded collection whereby flats above shops residents can present waste for collection in sacks during specific banded times. This is an option to be considered, however this service could be altered in the future.</li> </ul> <p>The above planning application has been given a RAG traffic light status of RED for waste storage and collection, based on the waste strategy outlined in the application.</p> <p>Following revisions which locate the proposed waste store in a different location, revised comments have been received:</p> <ul style="list-style-type: none"> <li>• The occupants should present and collect their bin within a reasonable time from of it being serviced. We would expect this to be put out at 6am and bring back in by 2pm.</li> <li>• If for any reason collections did not take place meaning bins still being on street at a later time then enforcement would check with us/Veolia before taking any action.</li> <li>• If a further discussion could be had with highways through the planning process to actually mark out an area for presentation of bins that would also be helpful.</li> <li>• Residents would be prohibited from using the sack service.</li> <li>• There shouldn't be a conflict between collection days and match days as collection would be between Monday to Friday when matches are in the evening.</li> </ul>	<p>It is recommended that a waste management plan be secured by planning condition, to allow the Council to approve management responsibilities.</p>

Stakeholder	Comment	Response
<b>EXTERNAL</b>		
Cadent Gas	No response.	
Environment Agency	No response.	
Historic England	<p><b>Comment 1:</b> We note that the building is considered by the Council to make a neutral contribution to the Conservation Area, and whilst we may disagree on this, we agree that it could be replaced subject to the design of the replacement. This is particularly important given that the existing building represents a highly contextual response to the historic townscape and contributes to local character, and so sets a high bar for any replacement building.</p> <p>We do not consider that the proposals would meet the statutory test of preserving (or enhancing) the character and appearance of the Conservation Area; there would be some harm arising and this would be ‘less than substantial’ under the terms of the NPPF. The overall design may have beginnings of a sympathetic response, but we consider that it requires further refinement in order for the harm to be appropriately minimised. We recommend that a more thorough assessment of the visual impact of the proposals is undertaken, which should be informed by a detailed contextual analysis of their immediate built environment.</p> <p>Our primary concerns lie in the detailed design and composition of the elevation. The junction with the neighbouring historic buildings requires careful consideration and the drawings do not suggest that this has been successfully resolved, particularly to the north. The submitted drawings also generally lack detail. We strongly recommend that detailed drawings should be required at the planning stage in order to be able to assess whether the new development would match up to the subtle qualities of the existing building, and not left to condition as the design quality should inform the decision. For example, it would be desirable to use an English or Flemish bond alongside flat headed arches with gauged brickwork, which are both positive elements of the existing building, and are commonplace throughout this part of the Conservation Area. Stretcher bond and soldier-course lintels are not felt to be an appropriate substitute. We also question whether a buff or pale brick is an appropriate choice given the prevalence of darker soot-stained brickwork, as a new brick will not darken in the same way.</p> <p>With Paragraph 200 of the NPPF in mind, which encourages opportunities to be taken to enhance or better reveal the significance of conservation areas and the setting of listed</p>	Discussed in the body of the report.

Stakeholder	Comment	Response
	<p>buildings, the history of the site could further inform the design. The probable early-nineteenth century weather-boarded building, which existed on the site until the late-1930s, featured a carriage way leading to a yard known as Chapel Place. The submitted Archaeological Assessment supposes that the site was once that of a royal house, and later a coaching inn known as 'The Horns', a complex which was likely clustered around the yard. Since the carriageway and yard were historically of high importance, it could be worth exploring the possibility of subtly expressing their presence (or the historic urban grain) in the elevation design. This could enhance the understanding of, and better reveal, the significance of the Conservation Area. It could also give a certain logic to the street fronting block which would serve as the entry point to the development at the rear of the site.</p> <p><u>Recommendation.</u> Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 193 and 194 of the NPPF.</p> <p><b>Comment 2 (following revisions):</b> The submitted amendments relate to changes to the detailed design, including the incorporation of some of the more positive elements of the existing building. A greater level of detail on the drawings has also been provided and further 3D views have been submitted. These are all welcome changes which go some way in addressing our initial concerns.</p> <p>A specific brick blend is also now proposed. The use of a textured brick is likely to be work well in the context of the surrounding historic buildings. However, we remain of the view that the brickwork would be too pale, and that a dark brown brick would likely be more successful in mitigating the impact on the character and appearance of the Conservation Area. Should you be minded to recommend approval, you may wish to reserve the materials by condition to ensure that there is an opportunity to get this right. We also query whether the use of a different red brick for the gauged brick arches, closely mimicking surrounding historic buildings, is the right approach.</p> <p>We originally suggested that the elevational design could be further refined and better respond to the history of the site. We continue feel that more work could be done in this respect, but we are broadly content that the harm to the Conservation Area has been reduced (subject to the choice of brick). We would be happy to participate in any future discussions regarding the</p>	

Stakeholder	Comment	Response
	<p>design if further advice is sought, but we are happy to defer to your specialist conservation and design colleagues in this regard at this stage.</p> <p><u>Recommendation:</u> Historic England has no objection to the application on heritage grounds.</p> <p>However, we consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 193 and 194 of the NPPF.</p> <p>In determining this application, you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.</p> <p>Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.</p>	
Historic England (GLAAS)	<p><b>Comment 1:</b> I welcome the submitted archaeological assessment which notes that until 1812, the site was that of The Horns, a roadside inn with very early roots and possible royal connections. The site has certainly been occupied since at least the early seventeenth century and its historical significance could be beneficially articulated in any consented scheme.</p> <p>Because of the above, I recommend that any planning decision be informed by the results of archaeological field evaluation. This work should also feed into design and public realm elements of an acceptable scheme, if the fieldwork results are significant.</p> <p>Because of this, I advise the applicant completes these studies to inform the application: An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p>	Discussed in the body of the report.

Stakeholder	Comment	Response
	<p><b>Comment 2 (following revisions):</b> Note that the drawings have been updated since my earlier letter recommending archaeological fieldwork in advance of determination. As these do not respond on that point, I maintain my original comments from June as to impact on remains of the roadside inn.</p> <p><b>Comment 3 (further comments):</b> If the LPA strongly wishes to grant permission in advance of archaeological investigation, two detailed conditions are recommended (Written Scheme of Investigation prior to demolition and foundation design).</p>	
London Fire Brigade	<p>The London Fire Commissioner would only be satisfied with the proposals if the comments within the Fire Strategy Report below are complied with to meet the requirements of Approved Document B B5 for access and facilities for the fire service.</p> <p>For the front flats, the total distance is 53m to the furthest point on the Third Floor, and for the rear flats it is 49m. Both stair cores therefore require dry risers to be installed. Inlets should be located on the external wall of the building within 18m of the parked pump appliance. There should be outlets on each floor within the stair, the Ground Floor outlet no more than 18m from the inlet is satisfied with the proposals for access and facilities for the fire service</p> <p>Other comments: As per Approved Document B B5 for access and facilities for the fire service.</p> <p>The Commissioner strongly recommends that sprinklers are considered for new development and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	Discussed in the body of the report.
Metropolitan Police (DOCO)	No objection in principle, subject to suitably worded planning conditions.	See recommended planning condition.
National Grid	No response.	

Stakeholder	Comment	Response
Thames Water	No response.	
Transport for London	<p><b>Comment 1:</b> The proposed development is car-free in line with policy T6.1 (Residential parking) of the Intend to Publish London Plan, which is welcomed. One accessible disabled parking bay is proposed for the commercial section of the development which complies with policy T6.5 (Non-residential disabled persons parking) of the Intend to Publish London Plan.</p> <p>To comply with the minimum standards of the Intend to Publish London Plan 16 long stay cycle parking spaces should be provided for the residential dwellings proposed. 2 Long stay cycle parking space each should be provided for the B1/D1 uses proposed and 1 long stay cycle parking space for the A1 use should be provided. A covered cycle parking store accessed from Percival Street with capacity for 20 cycles is proposed. This complies with the quantum required by policy T5 (Cycling) of the Intend to Publish London Plan</p> <p>This, and the commitment for the aisle width in the cycle store to be 2.5m beyond the lowered upper stand is welcomed however TfL requests 2 separate long stay cycle parking facilities are provided in order for residential cycle parking access to be exclusive for residents in line with section 8.5.3 (Residential cycle parking) of TfL’s London Cycling Design Standard (LCDS) guidance. A separate long stay cycle parking facility should be provided for the retail uses proposed. The aisle width of the corridor required to access the cycle parking storage needs to be clarified and must comply with the standards set out in section 8.2.1 (Cycle parking for all) of TfL’s LCDS guidance</p> <p>TfL requests the applicant clarifies how conflicts between cyclists accessing the cycle store and vehicles using the disabled parking bay will be minimised so the application clearly complies with Vision Zero; the Mayor’s ambition for all road deaths and serious injuries to be eliminated from London by 2041.</p> <p>TfL is satisfied with the short stay cycle parking proposed and will need to enter a S278 agreement with LB Haringey for these to be installed on High Road.</p> <p>An outline Construction Management Plan (CMP) and Construction Logistics Plan (CLP) have been submitted in support of the application. TfL requests a full CLP is secured via condition and discharged in consultation with TfL prior to construction commencing in line with policy T7 (Deliveries, servicing and construction) of the Intend to Publish London Plan.</p>	<p>Revisions address most of the issues raised. Others are addressed by recommended planning conditions.</p>

Stakeholder	Comment	Response
	<p>TfL is satisfied with the delivery and servicing arrangement proposed. A full DSP should be secured by condition.</p> <p>Overall, subject to clarifications on cycle parking and the full CLP and DSP being secured by condition, TfL has no objections</p> <p><b>Comment 2:</b> Whilst it is welcomed that long-stay cycle parking for the commercial and residential uses has been separated in line with Section 8.5.3 of the London Cycling Design Standards (LCDS), TfL hold concerns with the level of security provided for the long-stay commercial cycle parking, seemingly directly accessible from Percival Court.</p> <p>Whilst TfL understands from the swept path analysis provided in figure 2 of the cycle storage diagram that risk of conflicts between cyclists accessing the cycle store and vehicles using the disabled parking bay will be low, TfL hold the view that additional precautions in the form of signage or markings on the parking surface should be provided to clearly indicate that the route will be shared by both cyclists and vehicles.</p>	

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## Appendix 5: Neighbour Representations

Commentator	Comment	Response
Resident, Lawrence Road	<p>Looks a good application in fairness. The brick recess (or rather the head of it) is a little incongruous (doesn't quite fit with the historicist facade) but all in all it's clear the architect has given this careful thought and has been allowed reasonable time to pull a coherent scheme together. Should be a more appropriate scale to the High Road (three stories rather than the existing two) and the ground floor High Rd elevation would be much improved by the proposals (lower and more open, with a consistent signage panel).</p> <p>Some comfort may be required that the detail will be as good as the strategy, so perhaps some detailed sections of the facade should be requested (e.g. to shopfront and upper storey window detailing).</p> <p>If only every application was of this standard. Just a further comment that I agree completely with Cllr Bevan's objections to externally mounted roller shutters.</p>	<p>Further details, including sections, of proposed building facades have now been submitted. A recommended condition would reserve details of the shopfront and internal shutters for subsequent approval.</p>
GIM Property, freeholder of Nos. 803-805 High Road	<p>One of our client's major concern is that The Bricklayers Arms Public House was constructed in the late 19th century and has traded as a public house on the High Road throughout to date. It is noted that the application seeks to provide a substantial number of residential units on the site, considerably more than the residential accommodation that serves the building at present. It is particularly noted on drawing Nos. GA-A/0821, 0822 and 0823 that flats will be built against the new party wall to the rear of the building that will overlook the public house garden</p> <p>Our clients concern is that they have traded this property many years and benefit during the football season from the applicant's supporters using the premises, in particular the trade garden area. The most significant concern being that the garden remains well used after midweek football matches and at present the property is licenced to trade until midnight, therefore, it is considered that the current trading situation will have an impact on any residential accommodation. In the long term our clients do not wish to find that their trade is being restricted by the new development regarding the trading situation.</p> <p>We also wish to draw attention to the design at ground floor level on plan GA-A0821 which appears to show 2 No. windows marked 13, constructed in the existing party fence or new party wall construction that will overlook the trade garden. At present there is a solid wall construction, it is considered that it is absolutely necessary that a suitable solid boundary</p>	<p>Recommended noise and obscure glazed window conditions should ensure that the proposed homes would safeguard the long-term use of the beer garden.</p> <p>The impacts on the daylight of residents living on the upper floors of Nos. 803-805 High Road is considered acceptable.</p>

Commentator	Comment	Response
	<p>remains between the public house and the proposed development. Furthermore, it is our view that the applicant has no right to build windows into a boundary wall in the positions shown.</p> <p>On behalf of our clients we also wish to draw attention to some of the information and statements that are contained within the Daylight and Sunlight assessment prepared by Hydrock Consultants Ltd. It is firstly noted that the 3D perspective of the development appears to indicate a gap between the front part of the new development to the High Road and the rear three storey providing day light at low level into the central amenity area which is not the case as a party fence wall to a height of approximately 2.5m will remain in position.</p> <p>In item 4, existing building impact assessment, the VSC factor shows a reduction to every window at every floor level in both Nos. 803 and 805 High Road, with 2 No. windows at first floor level completely failing to provide the recommended level of light into the building.</p> <p>These reductions and the failure level are glossed over in the conclusions at paragraph 7.3 stating that these reductions are acceptable, given that the site is located in a dense urban context, the daylight and sunlight levels received are within acceptable tolerances. We are therefore of the view that our client's residential accommodation is definitely impacted by the proposed development.</p> <p>We also note that the applicant has included a structural report detailing the impact on No. 807, however, there is no assessment in respect of the impact on 805 which will be substantial given the proposed design and construction method.</p> <p>Whilst technically not a planning issue our clients do hope the Council will consider a number of conditions to protect their business and the other businesses along the High Road during the course of the construction phase as the redevelopment of this building will have a significant effect on the locality.</p> <p>Whilst our clients do not object in total to the proposed development, they do have concerns regarding their long term position in the community and the affect that the close proximity of residential accommodation will have on their business in the long term as well as the impact on the upper floors residential accommodation.</p>	

Commentator	Comment	Response
Councillor Bevan	<p>I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 17 years as a Councillor for this ward.</p> <p>Subject to the input of the Conservation Officer I would be supportive of this application providing the policy on shutters is applied. No external shutters, if internal shutters are to be permitted, I would request not, I would request that they be the lattice type and not solid steel. My support is conditional on the above being applied concerning shutters for all the non-residential units.</p>	A recommended condition would reserve details of the shopfront and internal shutters for subsequent approval.
Tottenham CAAC	Comments: We note conservation and design officers and Quality Review Panel are happy with this. Would be good to see detailed sections of the facade	Further details, including sections, of proposed building facades have now been submitted.

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## Appendix 6 – Images of the site and proposed scheme



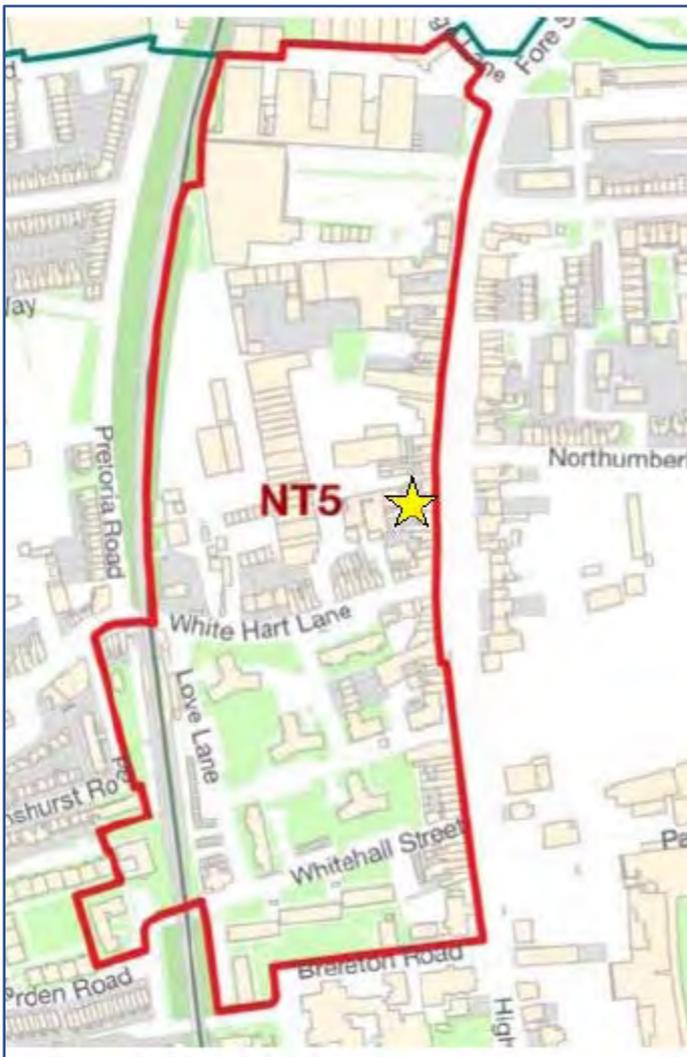
The site – frontages on to High Road and Percival Court



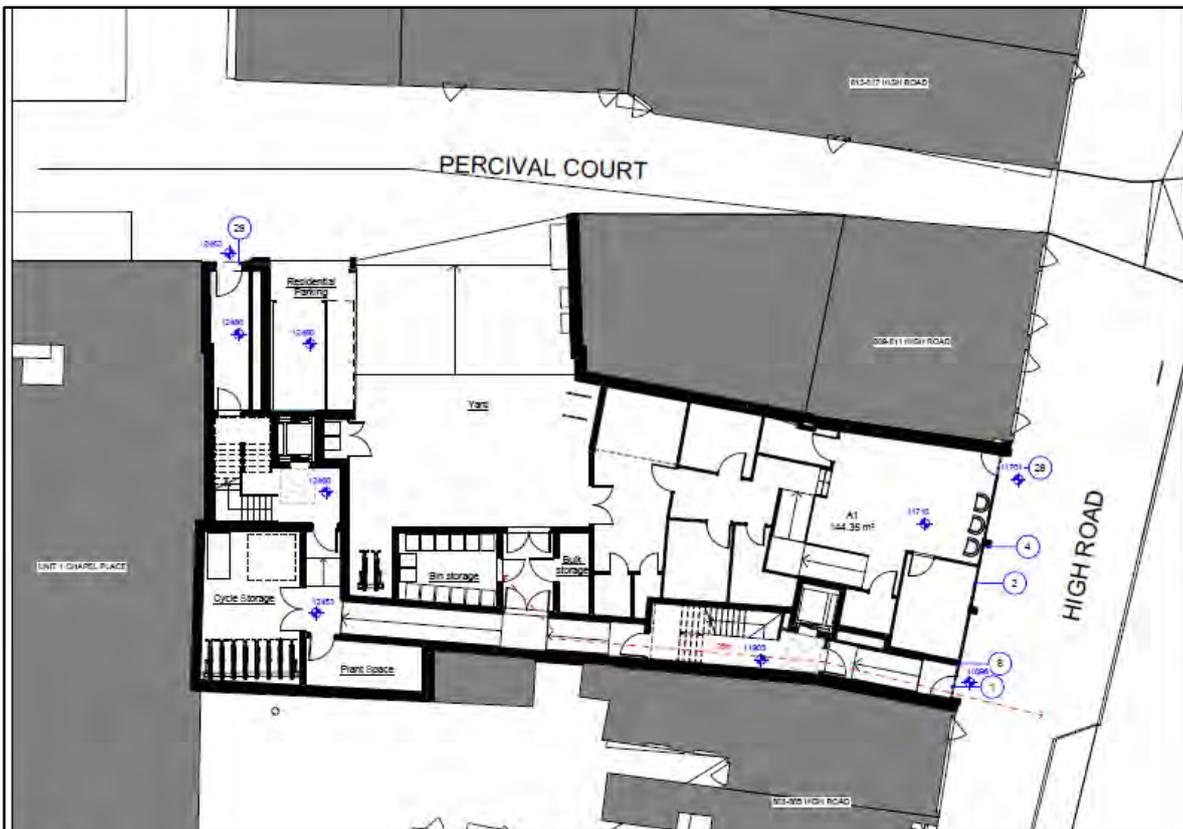
Existing High Road frontage



Existing Percival Court frontage



Site Allocation NT5 (site identified by ) and site in High Road West Masterplan Framework Area



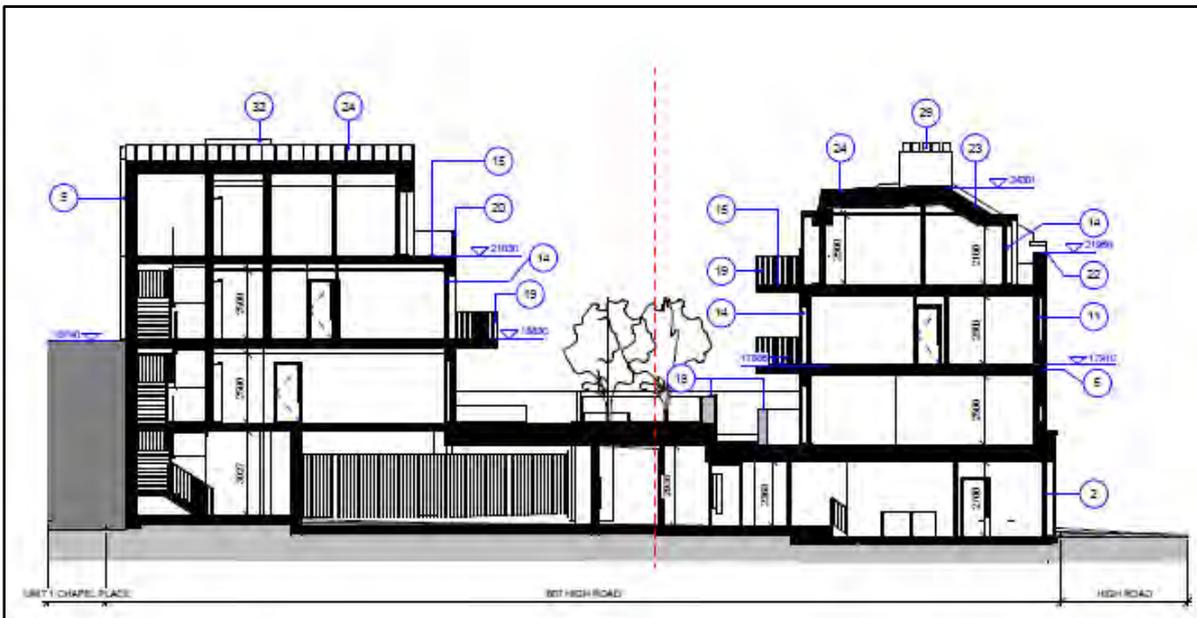
Proposed ground floor plan



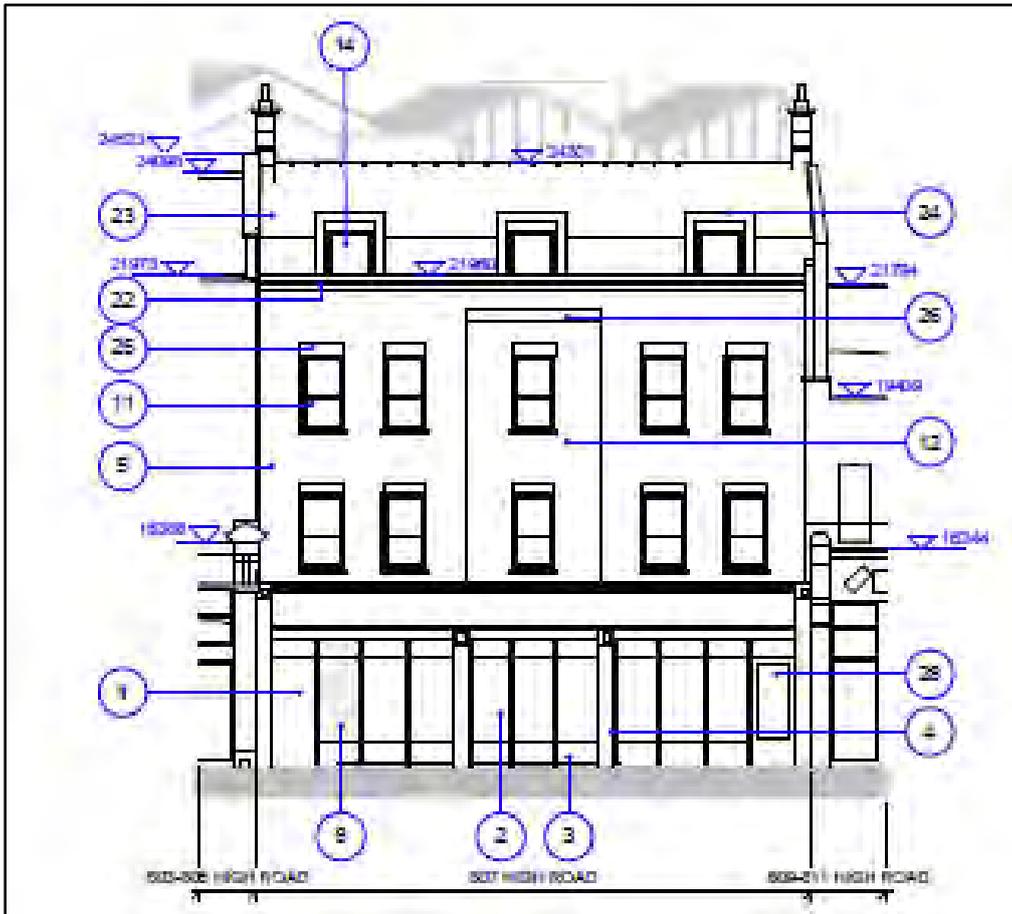
Proposed 1<sup>st</sup> floor plan



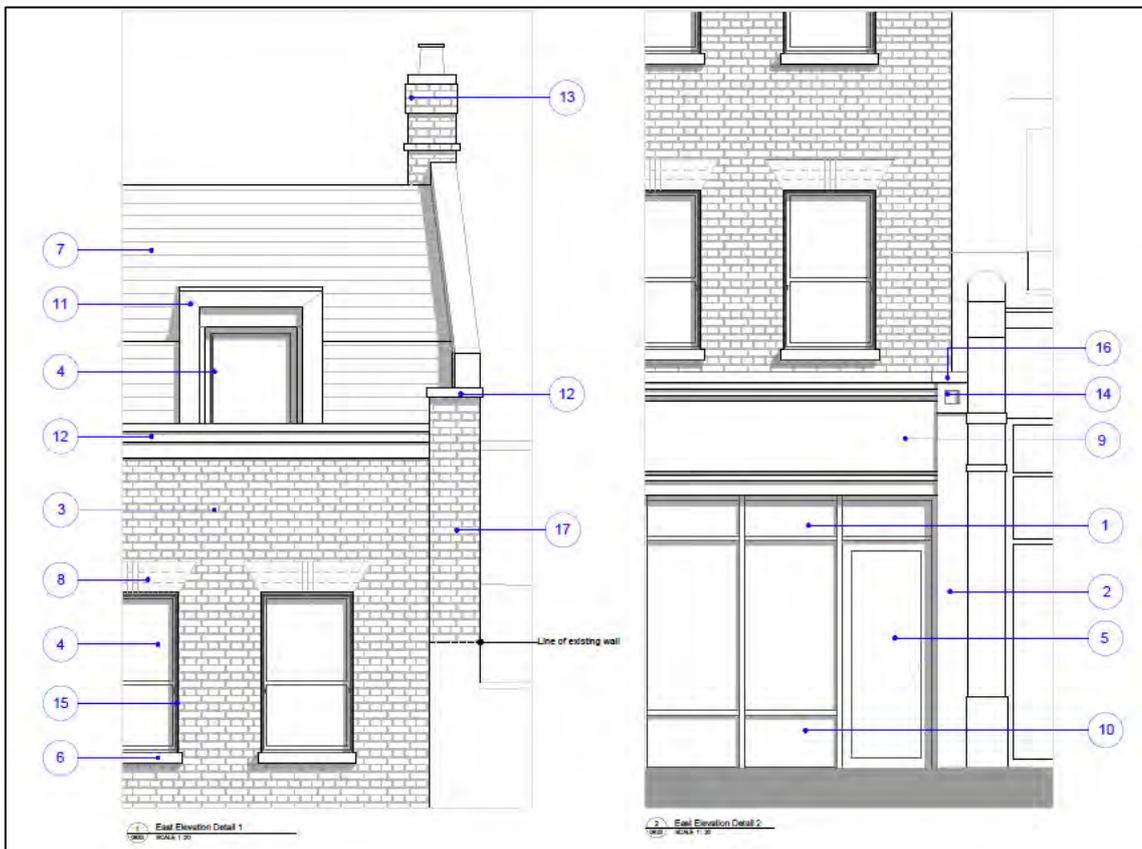
**Proposed 3<sup>rd</sup> floor plan**



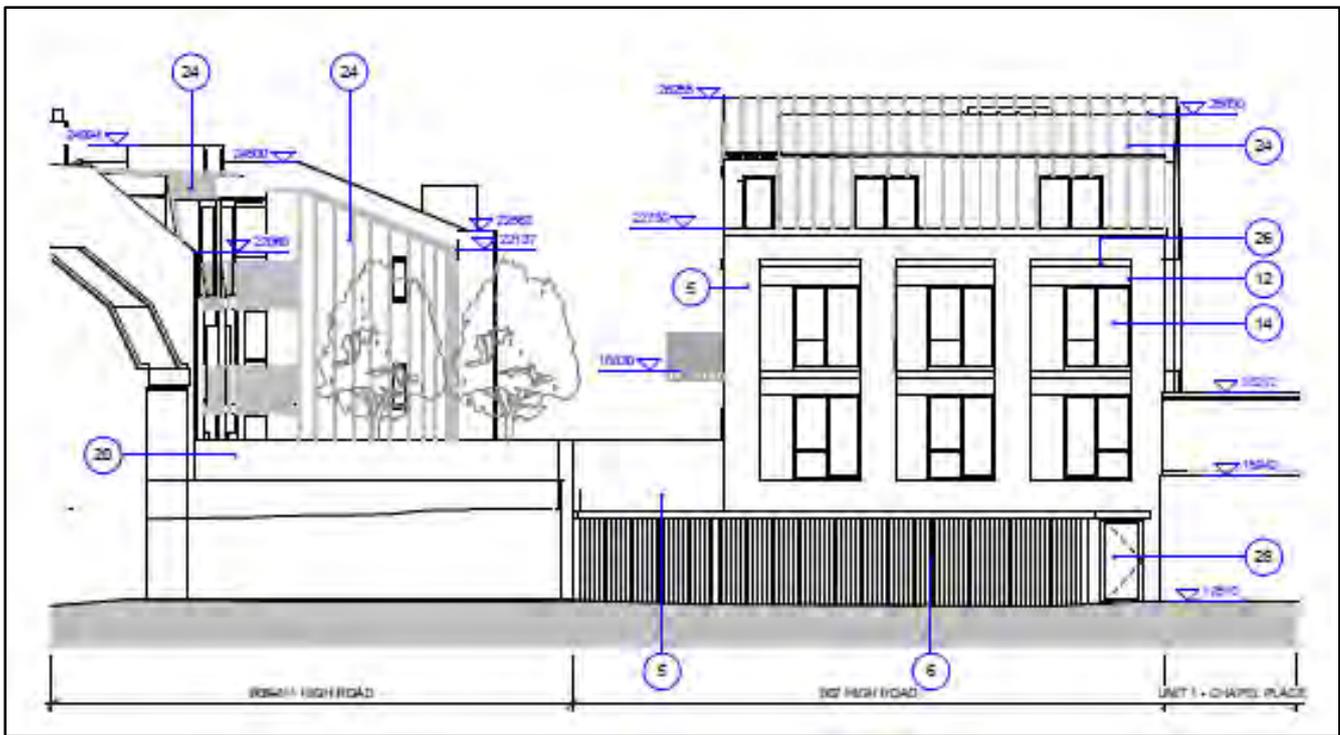
**Proposed section – Block A (fronting High Road) on right and Block B on the left**



**Block A – High Road frontage**



**Block A – High Road frontage details**



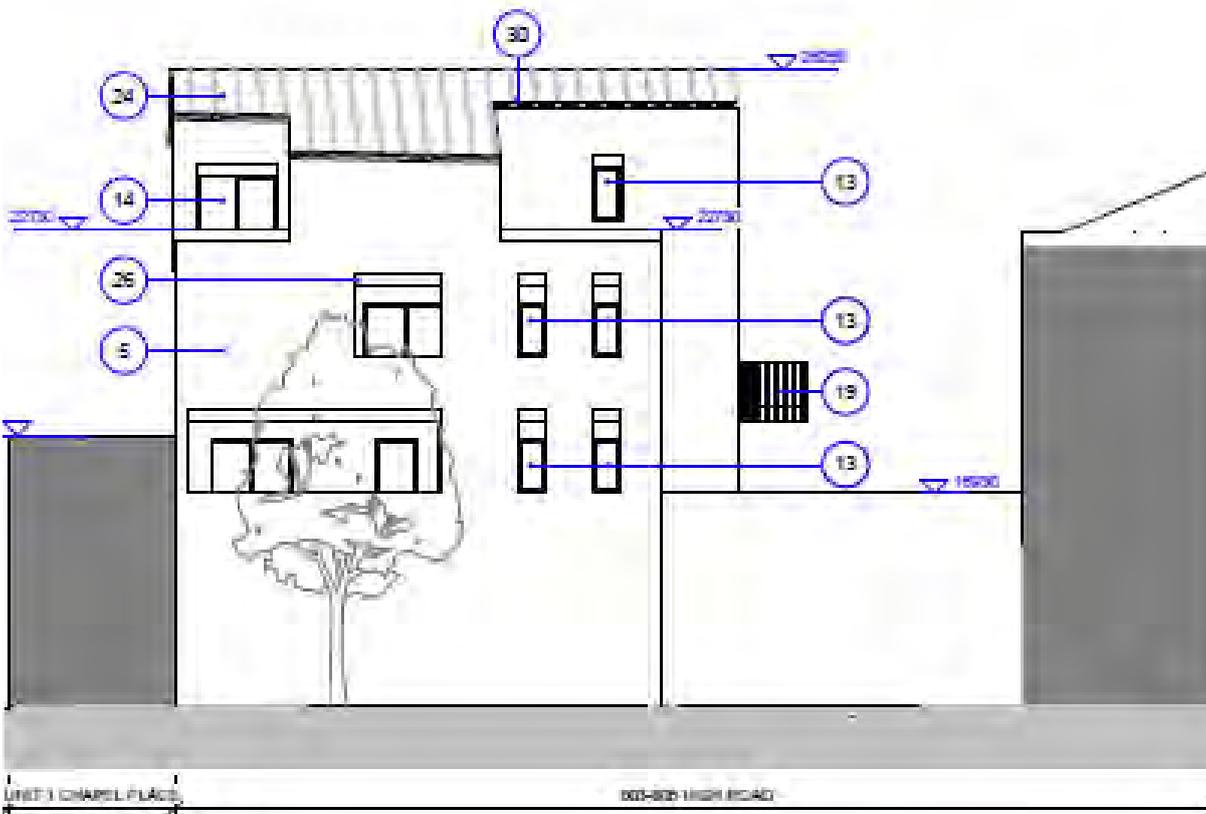
**Blocks A and B – Percival Court frontage**



**Block B Percival Court – detail**



**Block B western elevation (facing rear of Block A)**



**Block B southern elevation (facing the Bricklayers Arms PH garden)**



1 Existing Photograph  
08/17 SCALE: 1/15



2 Proposed Development View  
08/17 SCALE: 1/15

**High Road frontage – photomontage showing existing and proposed (looking south from junction with Northumberland Park)**



1 Existing Photograph  
SCALE: NTR



2 Proposed Development View  
SCALE: NTR

High Road frontage – photomontage showing existing and proposed (looking north up High Road)

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## **Appendix 7 – Conditions & Informatives**

### **Time Limit**

1. The development shall be begun within four years of the date of the permission.  
REASON: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

### **Approved Plans**

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

- SEE APPENDIX 1

The development hereby approved, as depicted on the approved plans, shall be completed in accordance with the approved plans, except where conditions attached to this planning permission or S106 obligations related to this planning permission indicate otherwise.

REASON: For the avoidance of doubt and in the interests of proper planning.

### **Contract**

3. Prior to any works of demolition of any building(s) on the site, evidence of contract(s) for the development of Blocks A and B in their entirety shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the character and appearance of the North Tottenham Conservation Area.

### **Accessible Housing**

4. The detailed design for each dwelling in Block A and B hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows:

- Dwelling Block B8 shall meet Approved Document M M4(3).
- All other dwellings shall meet Approved Document M M4(2).

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

### **BREEAM Accreditation**

5 (a) No development shall commence until a design stage accreditation certificate has been submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or any such equivalent national measure of sustainable buildings which replaces that scheme).

(b) The retail/commercial units shall not be occupied (Use Class A1/B1 or D1) until a final Certificate has been submitted to the Local Planning Authority certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved.

(d) The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.

**Block A – Noise Attenuation 1**

6. (a) No development of Block A at slab level or above shall commence until such times as full details of the ceiling slab/walls and any other noise attenuation measures between the first floor commercial unit (Use Class D2/B1) and dwellings on the second floor of the approved scheme and between this unit and existing homes in Nos. 803-805 High Road and No. 809 High Road have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between existing and proposed dwellings and the first floor commercial unit, the internal noise insulation level for the dwellings is no less than 60 dB DnT,w + Ctr.

(c) The approved ceiling slab/walls and any other noise attenuation measures shall be completed prior to the occupation of the second-floor dwelling directly above the commercial unit is first occupied and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

**Block A – Noise Attenuation 2**

7. (a) The dwellings hereby approved in Block A shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in the eastern façade of the dwellings have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	<b>Living rooms &amp; Bedrooms</b>	<b>35dB(A)</b> (L <sub>Aeq,16hour</sub> )
	<b>Dining Room Area</b>	<b>40dB(A)</b> (L <sub>Aeq,16hour</sub> )
Night Time Noise 11pm -7am	<b>Bedrooms</b>	<b>30dB(A)</b> (L <sub>Aeq,8hour</sub> )

With individual noise events not to exceed 45 dB L<sub>Amax</sub> (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in the eastern façade of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings in Block A and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

### **Mechanical Plant Noise**

8. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq arising from the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.

REASON: In order to protect the amenity of nearby residential occupiers.

### **Tree retention**

9. (a) No development shall commence (including demolition), until a scheme for the protection of the existing Common Ash tree (T1 in the Arboricultural Impact Assessment, March 2020) immediately adjacent to the sited trees, in accordance with BS 5837:2012, including a tree protection plan (TPP) and an arboricultural method statement (AMS) has been submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

- i) Location and installation of services/ utilities/ drainage;
- ii) Methods of demolition within the Root Protection Area (RPA as defined in BS 5837: 2012) of the retained trees;
- iii) Details of construction within the RPA or that may impact on the retained trees;
- iv) a full specification for the installation of boundary treatment works;
- v) a specification for scaffolding and ground protection within tree protection zones;
- vi) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area;
- vii) Methodology and detailed assessment of root pruning;
- viii) Arboricultural supervision and inspection by a suitably qualified tree specialist
- ix) Reporting of inspection and supervision; and
- x) Methods to improve the rooting environment for retained and proposed trees and landscaping.

(b) The development thereafter shall be implemented in accordance with the approved details.

REASON: To safeguard the existing tree in order to ensure a satisfactory level of amenity and biodiversity, in accordance with Local Plan Policy DM1 and pursuant to section 197 of the Town and Country Planning Act 1990.

### **Landscape Details**

10. (a) The following external landscaping details of the proposed roof level communal amenity space shall be submitted to and approved by the Local Planning Authority before either Block A or Block B commences above ground floor slab level:

- i) Hard surfacing materials;
- ii) Children's play area and equipment;
- ii) Boundary treatments

- vi) Bird boxes and 'insect hotels.'
- vii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- ix) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- x) Implementation programme.

(b) The external landscaping shall be carried out in accordance with the approved details and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments.

#### **Opaque Glazing**

11. Those windows identified on Drawings 807-1000-22-L01-GA-A-0821 Rev P1 and 807-1000-22-L01-GA-A-0822 Rev P1 that are identified as being windows with opaque glazing shall be fitted with opaque glazing and this form of glazing shall be retained thereafter.

REASON: To ensure a satisfactory level of residential amenity.

#### **Opaque Glazed Screen**

12. (a) No development shall commence above ground floor slab level of Block B until detailed proposals for the installation of a glazed screen along the southern edge of balconies serving the living rooms of Flats 2 and 5 have been submitted to and approved in writing by the Local Planning Authority.

(b) Flats 2 and 5 shall not be first occupied until such times as glazed screen as approved under Part (a) of this condition have been installed.

(c) The installed glazed screens shall be retained thereafter.

REASON: To ensure a satisfactory level of residential amenity.

#### **External Materials and Details**

13. (a) No development shall commence above ground floor slab level of the relevant Block until details of all proposed external materials and on-site energy infrastructure for that Block have been submitted to and approved by the Local Planning Authority. These details shall include

- i) Blocks A & B - External facing materials and glazing, including sample boards of all cladding materials and finishes;

- ii) Block A & B - Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of stair/lift cores;
- iii) Blocks A & B - Air Source Heat Pumps in covered yard;
- iv) Blocks A & B - Sectional drawings at 1:20 through all typical external elements/facades, including all Openings in external walls including doors and window-type reveals, window heads and window cills;
- v) Blocks A & B - Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;
- v) Block B – Details of perforated metal panels and door/gate/shutter opening mechanisms along northern elevation to Percival Court;
- vi) Block B – 1:20 sections of shopfront and internal shutters; and
- vii) Block B - Photovoltaic panels.

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

#### **No Plumbing on outside of buildings**

14. No plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of the buildings hereby approved unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

#### **No Grilles on outside of Block A**

15. No grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the High Road frontage of Block A unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

#### **Secured by Design**

16. (a) Prior to the first occupation of Block A or B, a 'Secured by Design' accreditation shall be obtained for such Block or part of such Block or use and thereafter all features are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each Block or Phase of the development.

REASON: To ensure safe and secure development and reduce crime.

#### **Fire Statement**

17. The development shall be carried out in accordance with the provisions of the Fire Safety Review prepared by International Fire Consultants Limited dated March 2020 unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with Intend to Publish London Plan Policy D12.

### **Energy Plan (PRE-COMMENCEMENT)**

18. (a) No development shall take place until an updated Energy & Sustainability Statement has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that the approved development has made acceptable provisions to connect to a North Tottenham Decentralised Energy Network (DEN), with an interim gas boiler heating solution and SAP2012 carbon factors. This updated Energy & Sustainability Statement shall include the following:

- i. A plan showing the required layout of infrastructure (including conduit space, pipes and plant room) to connect to a future DEN;
- ii. Drawings and specifications setting out how the detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe routes and lengths, pipe sizes (taking account of flow and return temperatures and diversification) and insulation to determine heat loss from the pipes in W/dwelling in order to demonstrate losses have been minimised;
- iii. Buried pipe (dry and filled with nitrogen) to LBH's approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;
- iv. A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1;
- v. A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set;
- vi. Calculations to determine how carbon offset payments are to be split between the 'initial offset' (100% of which to be paid on commencement) and the 'deferred offset'. (payable if no connection to a DEN within 10 years).

(b) Prior to the first occupation of Blocks A or B, written evidence shall be submitted to the Local Planning Authority that the proposed solar photovoltaic array of at least 6.93 kWp and associated monitoring equipment has been installed correctly. The solar PV array shall be maintained and cleaned at least annually thereafter.

(c) Within six months of first occupation, of Block A or B evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

### **Overheating**

19. (a) No development shall take place until written evidence to demonstrate the following has been submitted to and approved by the Local Planning Authority:

- i. How the detailed design stage has explored and identified further mitigation measures to reduce the risk of overheating for the development under Design Summer Years 2 and 3 for London under TM59
- ii. Details of a home user guide that shall be made available to all residents that first occupy the approved dwellings.

(b) The development shall be built in accordance with the Overheating Assessment (dated August 2020) by eb7 and any further necessary mitigation measures approved in relation to (a) above.

REASON: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.

### **Mechanical Ventilation and Heat Recovery**

20. (a) Prior to installation, written and drawn details of the Mechanical Ventilation and Heat Recovery (MVHR) systems shall be submitted to the Local Planning Authority. Details shall include the efficiency, location of the units to ensure easy access for servicing and plans showing the rigid ducting.

(b) The approved MVHR details shall be installed prior to first occupation of the Block to which they relate and shall be retained thereafter.

REASON: To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9.

### **Domestic Boilers**

21. Any gas boilers to be provided for space heating and domestic hot water for either Block shall have dry NO<sub>x</sub> emissions not exceeding 32 mg/kWh (0%).

REASON: As required by The London Plan Policy 7.14.

### **Land Contamination – Part 1 (PRE-COMMENCEMENT)**

22. (a) No development shall commence other than investigative work until:

i) Taking account of information in the Phase I Environmental Site Assessment Report (Reference 325713.0000.0000, TRC Companies Ltd, September 2019), a site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

iii) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring

shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

### **Land Contamination – Part 2**

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

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

### **Unexpected Contamination**

24. (a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

(b) The remediation strategy shall be implemented as approved.

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

### **Archaeology 1**

25. (a) No development, including demolition, shall take place until a stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development, including demolition, shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

(b) If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- i. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- ii. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: to protect the historic environment

### **Archaeology 2**

26. (a) No development, including demolition, shall take place until a detailed scheme showing the complete scope and arrangement of the foundation design and other below ground works has been submitted to and approved in writing by the Local Planning Authority.

(b) Development, including demolition, shall only take place in accordance with a detailed scheme approved under (a) above.

REASON: The Local Planning Authority wishes to ensure that any significant remains are not disturbed or damaged by foundation works but are, where appropriate, preserved in situ.

### **Cycle Parking Provision**

27. (a) Before any of the residential units hereby approved are first occupied, a 1:50 scale drawing showing details of the proposed cycle storage and stacking system proposed for the Cycle Storage area shown on Drawing 807HR-1000-ZZ-L00-GA-A-0820 Rev P4 shall be submitted to and approved in writing by the Local Planning Authority.

(b) The residential cycle parking as approved under (a) above shall be provided and made available before any of the dwellings or the shop unit to which they relate are first occupied and shall be maintained thereafter.

REASON: To ensure adequate cycle parking provision and promote environmentally sustainable travel.

### **Delivery and Service Plan**

28. (a) No development shall be first occupied until a Delivery and Service Plan has been submitted to and approved in writing by the Local Planning Authority.

(b) A Delivery and Service Plan shall include servicing arrangements for residential dwellings and the ground floor retail unit.

(c) The approved Delivery and Service Plan shall be implemented upon first occupation of development and the development shall be operated in accordance with the approved Delivery and Service Plans

REASON: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

### **Residential Waste Management Plan**

29. (a) None of the residential dwellings shall be first occupied until a Residential Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority.

(b) The Residential Waste Management Plan shall set out details of who will be responsible for moving waste and recyclables from the ground floor bin storage area

to the High Road footway and taking them back to the bin storage area on collection day.

(c) The approved Residential Waste Management Plan shall be implemented upon first occupation of any of the residential dwellings and the development shall be operated in accordance with the approved Delivery and Service Plan.

REASON: To ensure satisfactory waste and recycling collection.

### **Construction Logistics Plan PRE-COMMENCEMENT**

30. (a) No development shall commence until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development replace lorry routing;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff/ personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

(b) Construction works shall only be carried out in accordance with an approved CLP.

REASON: To protect the amenity of the locality.

### **Demolition/Construction Environmental Management Plans PRE-COMMENCEMENT**

31. (a) No development shall commence until a Demolition Environmental Management Plan (DEMP) for the relevant part of the development has been submitted to and approved in writing by the Local Planning Authority.

(b) The DEMP/CEMP shall include an Air Quality and Dust Management Plan (AQDMP).

(c) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

(d) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;

- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

(e) The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

(f) Demolition and construction works shall only be carried out in accordance with an approved DEMP and CEMP. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

#### **Impact Piling Method Statement PRE-COMMENCEMENT**

32. (a) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling must be undertaken in accordance with the terms of the approved piling method statement

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

#### **Business and Community Liaison (PRE-COMMENCEMENT)**

33. (a) For the duration of the demolition and construction works the developer and its contractors shall inform local residents and businesses of the following:

- i) Hours of working and any temporary traffic/highway works;

- ii. Telephone contacts to get advice or raise comments of complaints regarding the development with the view of resolving any concerns that might arise; and
- iii. Advanced notice of exceptional works or deliveries.

(b) The proposed methods for achieving the requirements of (a) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

### **Telecommunications**

34. The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. Community Infrastructure Levy. The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the estimated Mayor's CIL would be 78,849 and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.96 with indexation) the estimated Haringey CIL charge would be £19,179, giving a total of £98,029. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday  
and not at all on Sundays and Bank Holidays.

4. Party Wall Act. The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

5. Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

8. Heritage assets of archaeological interest. The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed foundation designs for approval.

9. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

10. Deemed Discharge Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

11. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

#### Geoarchaeological Assessment and Coring

Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.

## Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

12. Disposal of Commercial Waste. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

13. Piling Method Statement Contact Details. Contact Thames Water  
<https://developers.thameswater.co.uk/Developing-a-largesite/>  
Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

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

15. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: [www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection](http://www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection)

16. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

17. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via [docomailbox.ne@met.police.uk](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

18. Land Ownership. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

19. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

20. Tree works. The following British Standards should be referred to:  
a) BS: 3998:2010 Tree work – Recommendations and b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations

<b>Reference No:</b> HGY/2020/1361	<b>Ward:</b> Northumberland Park
<b>Address:</b> Nos. 807 High Road, N17 8ER.	
<b>Proposal</b> - Full planning application for the demolition of existing buildings and the erection of a replacement building up to four storeys to include residential (C3); retail (A1); and flexible D1/B1 uses; hard and soft landscaping works including a residential podium; and associated works.	
<b>Applicant:</b> Tottenham Hotspur Football Club (THFC).	
<b>Ownership:</b> Private	

[Correction / update] Date received: 11 June 2020. Last amended: ~~21 September 2020~~  
9 October 2020

## 2. RECOMMENDATION

### Section 106 Heads of Terms

- 1) Energy: (a) Submit a further revised Energy Strategy for LPA approval; (b) design scheme in accordance with generic specification to allow connection to North Tottenham DEN, (c) Pay Initial Carbon Offset Contribution based on connection to DEN, (d) Use all reasonable endeavours to connect to DEN and (e) if not connected within 10 years **from the date of planning permission being granted**, pay an additional Deferred Carbon Offset Contribution.

### Appendix 1 – Plans and Document List

Proposed Elevations 2 – 807HR-1000-ZZ-LZZ-EL-A-0826 **P1 P2**

Proposed First Floor Plan – 807HR-1000-ZZ-L01-GA-A-0821 **P1 P2**

Proposed Second Floor Plan – 807HR-1000-ZZ-L02-GA-A-0822 **P1 P2**

REVISED DRAWINGS – OMITTING FOUR PREVIOUSLY PROPOSED WINDOWS FROM THE FIRST AND SECOND FLOORS OF THE SOUTHERN ELEVATION OF BLOCK B (FLATS 2 AND 5).

### Appendix 7 – Planning Conditions and Informatives

#### Blocks A and B – Noise Attenuation 2

7. (a) The dwellings hereby approved in Block A hereby approved in Block B shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in the eastern façade of the dwellings have been submitted to and approved in writing by the Local Planning Authority.

**(b) Flats 2, 5 and 8 hereby approved in Block B shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in the southern façade of the dwellings have been submitted to and approved in writing by the Local Planning Authority.**

(c) The above details shall be designed in accordance with BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	<b>Living rooms &amp; Bedrooms</b>	<b>35dB(A)</b> (L <sub>Aeq,16hour</sub> )
	<b>Dining Room Area</b>	<b>40dB(A)</b> (L <sub>Aeq,16hour</sub> )
Night Time Noise 11pm -7am	<b>Bedrooms</b>	<b>30dB(A)</b> (L <sub>Aeq,8hour</sub> )

With individual noise events not to exceed 45 dB L<sub>Amax</sub> (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(d) The approved glazing specification and mechanical ventilation measures for the habitable rooms in the eastern façade of the dwellings of Block A **and the southern elevation of Flats 2, 5 and 8** shall be installed and made operational prior to the occupation of any of the dwellings in Block A and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

#### **Opaque Glazing**

11. Those windows identified on Drawings 807-1000-22-L01-GA-A-0821 Rev **P1 P2, and** 807-1000-22-L01-GA-A-0822 Rev **P1 P2 and 807HR-1000-ZZ-L03-GA-A-0823 P1** that are identified as being windows with opaque glazing shall be fitted with opaque glazing and this form of glazing shall be retained thereafter.

REASON: To ensure a satisfactory level of residential amenity.

#### **Energy Plan (PRE-COMMENCEMENT)**

18. (a) No development shall take place until an updated Energy & Sustainability Statement has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that the approved development has made acceptable provisions to connect to a North Tottenham Decentralised Energy Network (DEN), with an interim ~~gas boiler~~ heating solution and SAP2012 carbon factors. This updated Energy & Sustainability Statement shall include the following:

- i. A plan showing the required layout of infrastructure (including conduit space, pipes and plant room) to connect to a future DEN;
- ii. Drawings and specifications setting out how the detailed design of the heat network and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detail of pipe routes and lengths, pipe sizes (taking account of flow and return temperatures and diversification) and insulation to determine heat loss from the pipes in W/dwelling in order to demonstrate losses have been minimised;
- iii. Buried pipe (dry and filled with nitrogen) to LBH’s approved specification from the ground floor plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;
- iv. A clear plan for Quality Assurance of the network post-design approval through to operation, based on CP1;
- v. A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set;
- vi. Calculations to determine how carbon offset payments are to be split between the ‘initial offset’ (100% of which to be paid on commencement) and the ‘deferred offset’ (payable if no connection to a DEN within 10 years).

(b) Prior to the first occupation of Blocks A or B, written evidence shall be submitted to the Local Planning Authority that the proposed solar photovoltaic array of at least 6.93 kWp and associated monitoring equipment has been installed correctly. The solar PV array shall be maintained and cleaned at least annually thereafter.

(c) Within six months of first occupation, of Block A or B evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.