

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2016/0828	Ward:
<p>Address: 500 White Hart Lane, London N17 7NA</p> <p>Proposal: Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development</p> <p>Applicant: Tottenham Hotspur Football & Athletic Company Co Ltd</p> <p>Ownership: Tottenham Hotspur Football & Athletic Company Co Ltd</p> <p>Case Officer Contact: Malachy McGovern</p>	
<p>Date received: 10/03/2016</p> <p>Last amended date: June 2016</p> <p>Drawing number of plans: 15/0809/SK04, 15/0809/SK08, 90-101 (PL1), 90-102 (PL1), A1-90-103 (PL2) (Building Plot Parameters), A3-90-103 (PL2) (Heights Parameter), 90-104(PL1), 90-105(PL2), 90-106(PL1)</p>	
1.1	The proposal is a major application and is therefore presented to Committee for consideration.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential-led change of use of the industrial site to mixed residential and retail/ employment use is considered to be acceptable.
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- There would be no significant impact on parking with improved access to the site;
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 144 new residential units would support strategic housing delivery
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The commercial/ employment floor space and retail floor space would complement the proposed residential accommodation and wider area
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any affect on local infrastructure;

2. RECOMMENDATION

- (1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor of London and the signing of a section 106 Legal Agreement.
- (2) That the section 106 legal agreement referred to in resolution above is to be completed no later than 12 December 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- (3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed on application ref: HGY/2016/0828
- (4) That delegated authority be granted to the Head of Development Management 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 Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

1.2.1 Conditions

- 1) Time Limit
- 2) Time limit for final submission of reserved matters
- 3) Compliance with approved plans
- 4) Maximum number of residential units and maximum and minimum levels of floorspace
- 5) Details of car parking provision on site
- 6) Details cycle parking
- 7) 10% all homes wheelchair accessible
- 8) Construction Management Plan & Logistics Management Plan
- 9) Surface Drainage
- 10) Land Contamination Study
- 11) Hard and Soft Landscaping
- 12) Design Framework / Code including materials
- 13) Drainage Strategy
- 14) Thames Water
- 15) Piling Method Statement
- 16) Energy Strategy
- 17) Sustainability – Overheating & Cooling
- 18) Retail and Employment floorspace to be BREEAM very good
- 19) 35% carbon reduction under building regulations 2013 for residential units
- 20) Details of play space
- 21) Details of Access
- 22) Biodiversity & Green Spaces
- 23) Air Quality & Dust Control

1.2.2 Informatives

- 1) Positive Statement
- 2) CIL Liability
- 3) Highways x 3
- 4) Naming and Numbering
- 5) Demolition and Asbestos
- 6) Thames Water

1.2.3 Legal Agreement – Heads of Terms:

The granting of permission for this application would require a Section 106 legal agreement to include the following heads of terms:

- Contribution to TfL for bus improvements (the final figure to be reported to committee)
- 29 affordable housing units
- Contribution towards consultation on and potential implementation of parking control measures
- £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan for residential and workplace
- Construction phase and occupation stage employment and skills strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within a set period the Developer may transfer to another affordable housing provider).
- The provision of a Business relocation strategy

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

(4) That, in the absence of the agreement(s) referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons:

1. In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, improvements to footpath facilities including resurfacing and lighting, traffic management studies, a contribution towards TFL bus improvements, a contribution towards parking control measures, and 'Legible London Signage', and a site management parking plan, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
2. In the absence of the provision of on site affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan policy SP2 and London Plan policy 3.12
3. In the absence of a considerate constructors agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.
4. In the absence of the provision of a construction and occupation employment and skills strategy would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan Policy 4.1.
5. In the absence of a payment of the carbon reduction tariff if there is a carbon reduction shortfall as per London Plan policy 5.2 the development would have an unacceptable impact on the environment and would be contrary to London Plan policy 5.2.

TABLE OF CONTENTS	
3.0	PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4.0	CONSULTATION RESPONSE
5.0	LOCAL REPRESENTATIONS
6.0	CONSULTATION
7.0	MATERIAL PLANNING CONSIDERATIONS
8.0	RECOMMENDATION
9.0	APPENDICES: Appendix 1: Consultation Responses Appendix 2: Quality Review Panel Notes Appendix 3: Minutes from DM Forum Appendix 4 : Plans and Images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.

3.1.2 Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015 sets out the requirements for outline planning applications. The following matters are reserved for approval:

- Layout - The outline planning application seeks approval of the key spaces and routes as set out in the parameter plans. The access to and within the site is not reserved and remains a critical consideration especially in terms of site function and highways/ transport grounds. The outline planning application seeks approval for the principal means of access to the site.
- Scale – The outline planning application seeks approval for the maximum building heights as shown on the approved plans.
- Appearance – The outline planning application seeks approval of a set of Design Codes which establish design principles and guidelines to be established at the reserved matters stage. The reserved matters dealing with building design and appearance must also satisfactorily address sustainability and 35% carbon reduction obligations
- Landscaping – The outline planning application sets out areas for potential landscaping within the parameter plans however landscaping is reserved.

3.2 Site and Surroundings

3.2.1 The application site is rectilinear in shape and measures approximately 140 metres deep by 55 – 85 metres wide giving a site area of approximately 9125 square metres (0.9125 hectares).

3.2.2 The southern part of the site is currently vacant and cleared with one large partially demolished building structure which originally formed part of the previous 500 White Hart Lane building. The northern part of the site comprises a builders yard with various storage structures, areas of open storage and light industrial machinery. These structures take up approximately 346 sqm floor area.

3.2.3 Immediately north and east of the site are inter-war period residential properties on Devonshire Lane and Devonshire Gardens respectively. Immediately south

of the site are a number of residential properties, a petrol filling station and also Haringey Football Club is located to the south west. Immediately west of the site is a large trade and storage warehouse called 'Screwfix'.

- 3.2.4 The original and now partly demolished 500 White Hart Lane building had previously been used for car repairs (light industrial purposes) however has been vacant since 2010. The existing vacant structure has a floor area of approximately 171 sqm. The site is located between an established residential area to the north and east, and an industrial / commercial area to the west giving rise to a mixed character. The site falls within the edge of a Locally Significant Industrial Site (LSIS) as identified in the Haringey Local Plan Proposals Map known as LSIS 17 (White Hart Lane).
- 3.2.5 The topography of the site varies meaning the northern boundary is some 8 metres higher than the southern boundary fronting White Hart Lane. Access is provided via a vehicle access on the southern boundary and a secondary service access road running along the western boundary connected to White Hart Lane. A public footpath connecting White Hart Lane to Devonshire Hill Lane runs along the eastern boundary.
- 3.2.6 The site is located approximately 1.5 km from White Hart Lane train station and is served by the W3 bus which runs between Northumberland Park rail station and Finsbury Park rail and underground station giving a Public Transport Accessibility Level (PTAL) of 2 - 3.
- 3.2.7 The site does not comprise any Listed Buildings and is not located within a Conservation Area.

3.3 Relevant Planning and Enforcement history

- 3.3.1 Planning HGY/1990/1035 REF 20-11-90 500 White Hart Lane London Change of use to open car storage.
- 3.3.2 Planning HGY/2000/0085 GTD 21-03-00 500 White Hart Lane London Erection of a single storey portal framed storage building.
- 3.3.3 Planning HGY/2002/1376 GTD 10-12-02 500 White Hart Lane London Demolition of existing buildings and erection of two temporary storage buildings comprising 4,047 square metres in total
- 3.3.4 Planning HGY/2007/0115 REF 06-03-07 500 White Hart Lane Tottenham London Erection of 2.12m high perimeter fencing.
- 3.3.5 Planning HGY/2008/2057 GTD 09-12-08 Unit A 500 White Hart Lane London Change of use of existing property to vehicle repairs / servicing and retention of extract duct system.
- 3.3.6 Planning HGY/2009/2140 GTD 12-05-10 500 White Hart Lane London Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit.

3.3.7 Planning HGY/2010/1189 GTD 27-07-10 500 White Hart Lane London Non-material amendments following a grant of planning permission HGY/2009/2140 to increase the size of the building by 192 sqm and minor changes to the elevations

3.3.8 Planning HGY/2013/0688 GTD 18-07-13 500 White Hart Lane London Application for a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- 149 surrounding residents consulted;
- 5 x site notices erected;
- Ward Councillors;
- LBH Tottenham Team
- LBH Carbon Management;
- LBH Housing Renewal;
- LBH Housing Design
- LBH Arborist;
- LBH EHS Noise
- LBH EHS Air Pollution
- LBH Flood 7 Surface Water
- LBH Economic Regeneration
- LBH Cleansing
- LBH Nature Conservation
- LBH Parks
- LBH Emergency Planning & Business Continuity
- LBH Building Control
- LBH Transportation
- London Fire Brigade;
- Designing Out Crime;
- Arriva London;
- Transportation for London;
- The Gardens Resident Association;
- Environment Agency
- Greater London Authority;
- Thames Water;
- Devonshire Hill Residents Association

5. LOCAL REPRESENTATIONS

- 5.1 238 responses have been received. Matters raised by objectors are summarised below and further expanded within the body of the report and within Appendix 1.
- 5.2 Building Control: No objection to the proposal;
- LBH Environmental Health: No objection to the proposal. Conditions recommended regarding air quality, dust control, boiler emissions, contaminated land and remediation (if required).
- 5.3 LBH Arborist: No objection to the proposal. Replanting to ensure no loss of overall tree cover is paramount. Supports the retention of healthy mature specimens on site.
- 5.4 LBH Transportation: No objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network.
- 5.5 Devonshire Hill Residents Association: Objection on the following grounds: excessive density and height, out of character with suburban setting, parking/transport, overshadowing
- 5.6 Transport for London: No objection to the proposal. Contributions towards legible London facilities would be sought as a s106 legal agreement. Car and cycle parking must accord with TfL standards.
- 5.7 Thames Water: No objection to the proposal, however, there are concerns about the capacity with regards to water supply and waste water. Conditions have been recommended should the application be approved requiring further studies to ensure infrastructure in the area can cope with the uplift in housing/hospital uses on the site.
- 5.8 London Fire Brigade: The proposal is considered to be satisfactory with regard to Fire Brigade access.
- 5.9 Designing out Crime – No objection raised. The scheme could achieve a Secured by Design Award if the developer sought it.
- 5.10 230 letters of objection have been received. Matters raised in the objections being (and responded to within the body of the report and under Appendix 1):
- Inadequate consultation;
 - Density is excessive/ stress on local infrastructure
 - Development would 'double the local population overnight'
 - Scale and massing is overbearing
 - Building height is excessive - should be 3-4 storeys not 6-7
 - Traffic congestion/ Highways parking – 75 parking spaces for 144 dwellings/
 - Only one bus serves site (W3) which is over capacity
 - 350-400 additional residents – stress on amenity

- Lack of schools, NHS and community facilities
- Additional noise nuisance
- Existing community uses would be overburdened
- Overlooking to north
- Overshadowing of gardens to the north
- Loss of light
- Loss of views towards the green
- Would impact on neighbouring estate in Enfield
- Estate layout would create anti- social behaviour
- Problems exacerbated by match/ market days/ car boot sales
- Inappropriate development on LSIS
- Loss of employment land/ loss of 40 jobs form builders merchants
- Insufficient shops to sustain community needs
- A supermarket/ cafe / shop / community use would be more appropriate
- Tall buildings not appropriate
- Inadequate play space
- Sewerage & env impact
- Increased waste and pollution
- Proposals are unsustainable
- Proposed changes in June do not overcome objections i.e. height & density is still excessive
- Danger and traffic problems at nearby road junctions require attention
- High density development is likely to contribute towards ghettoisation and postcode wars
- High density coupled with lack of infrastructure and community activities would create anti-social behaviour and crime
- Lack of nearby parks or playgrounds

5.11 An objection was also received from Cllr Adje, Cllr Bull, and Cllr Stennet on the following grounds:

- Proposal is in conflict with Development Plan – defined employment area
- Council is committed to safeguarding LSIS. Small (office) building in corner would undermine plans
- High density housing would set a dangerous precedent and destroy character of area
- Site is not suitable for tall buildings. Surrounding buildings are 2 storey. 5-7 storeys is clearly not acceptable
- Parking and traffic congestion are serious problems. The proposals would exacerbate this.
- Area is already saturated with buildings – plans for Fenton Lodge etc
- Revised scheme does not overcome these concerns
- Loss of valuable employment land
- Additional pressure on already constrained local transport network
- Excessive density and height given the lack of amenities

5.12 Development Management Forum: The proposal was presented at DM Forum on 6th June 2016. Matters raised in the forum by attendees reflect those

raised by the objectors. Therefore, this has not been repeated given they are clearly outlined above.

5.13 Quality Review Panel: Initially presented on 16 September 2015 and was then presented again on 20 January 2016 after the scheme was revised (removing the supermarket)

5.13.1 A summary of the comments raised by the Quality Review Panel when the scheme was first presented is set out below:

The Quality Review Panel feels that the site has tremendous intrinsic potential as an enabling development, and could be an attractive residential site in view of its south facing slope and location close to an existing established community. However due to the requirements of the existing brief (to provide a 22,000 sqft supermarket alongside 118 residential units and 8 employment units) the panel have fundamental concerns about the proposed development. The panel feels that the introduction of a large retail unit to the site (with its associated servicing, access and parking requirements) alongside proposed residential and employment uses represents over-development. It places too much pressure on the residential and employment accommodation, resulting in a hostile and unsafe environment for both the neighbouring community, and the occupants of the proposed residential and employment units. More detailed comments are provided below on the site layout, massing and location and nature of uses.

5.13.2 A summary of the comments that were raised by the Quality Review Panel at the second review are set out below:

The Panel welcomed the clear presentation, and offers broad support for the proposals. It is a dense scheme, but has the potential to work well. The panel felt that with careful detailed design, the development could potentially have a beneficial wider impact on the local area, through enhancing the quality and surveillance / safety of the existing pedestrian route adjacent to the site. The panel would recommend further refinements to circulation, parking and landscaping to make better use of and increase the amenity of the public realm within the site. The panel would support flexibility in the parameters of the outline application, to allow for improvements to routes and spaces at a detailed design stage.

Quality Review Comment	Response
Further consideration of pedestrian circulation and landscaping to rationalise parking and	Further consideration of pedestrian routes is necessary at detailed design stage however provision of amenity space has been

improve amenity	<p>increased and opportunities to provide 5 new pedestrian access points at the eastern access road have been explored improving access and natural surveillance.</p> <p>Further opportunities to include pedestrian routes through green spaces should be developed at detailed design stage</p>
Scale and provision of amenity space is inadequate considering the relative density. 'Left-over' landscaped areas should be made more useful	A 1,800 square metre communal garden has been included and areas rationalised to improve use-ability. A full landscaping scheme will be required at detailed design stage and at least 360 sq metres of play space will be required
Further use of contours and changes of level to enable a stepped approach would be encouraged. This would enable cycle stores and additional storage areas to be located underneath buildings	<p>The building massing staggers from 6 storeys at the west to 3 storeys to the east allows a more sympathetic relationship with the neighbouring residential. The 7th storey has also been removed.</p> <p>Further opportunities to include cycle storage and storage provision taking advantage of site level changes should be explored at detailed design stage</p>
Below ground car parking would maximise open space for residents	The applicant has advised that undercroft parking is not appropriate and would compromise viability and affordable housing provision
Opportunities to improve safety and security especially along the north – south pedestrian route on the eastern boundary of the site should be explored.	The applicant has proposed 5 new pedestrian routes across the site from west to east which would activate the pedestrian route and improve security and natural surveillance
Careful consideration at detailed design stage should ensure that residential outlook over the warehousing should be avoided.	The residential accommodation would overlook the residential developments to the north with some views to the west over the industrial and warehousing land. This requires further work at detailed design stage however some views of the neighbouring warehousing will be inevitable
Provision of parking should not compromise the provision of open green space on site	The parking provision has been limited to that which is considered the minimum necessary. Opportunities to ensure this does not compromise the available green space must be developed further at detailed design stage
Cycle parking works best when smaller cycle storage is dispersed throughout the site and situated close to the housing it serves	This has been explored and a full details of cycle parking are required at detailed design stage
Further exploration of the residential cores within the residential blocks would be	Detailed floor plans have not been submitted however arrangements that would maximise southerly aspect will be encouraged at

welcome so that entrances would maximise the southern aspect of the accommodation within the blocks.	detailed design stage. These should also ensure a positive relationship with the public realm.
The Panel recognises that affordable housing is significant priority however advises that community and retail uses are also necessary and should not be precluded. This would enhance the 'liveability' of the development	The scheme retains 300 sqm of retail floor space which is considered necessary to serve the existing 144 units of residential accommodation
The panel would encourage further discussion between the applicants and Haringey Council to agree improvements to the existing footpath as part of this development	The footpath improvements have been developed as above with lighting and 5 new pedestrian routes and junctions running across the site to the existing north south footpath.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015 states that "outline planning permission" means a planning permission for the erection of a building, which is granted subject to a condition requiring the subsequent approval of the local planning authority with respect to one or more reserved matters;

6.2 The main planning issues raised by the proposed development therefore are:

- Land use and principle of development;
- Density, Massing and Layout;
- Design;
- Neighbouring amenity;
- Residential Mix and quality of accommodation;
- Affordable Housing;
- Open Space/Play Space;
- Trees and Biodiversity;
- Transportation;
- Energy and Sustainability;
- Flood Risk and Drainage;
- Land contamination;
- Waste;
- Accessibility;
- S106 Contributions;
- CIL;

Given the outline nature of the application the main planning principles will be considered below. Further design details would be required at reserved matters stage.

6.3 Land Use and principle of the development

Loss of Employment Land

- 6.3.1 The application site has two clearly distinguishable parts. The southern part of the site has been cleared and vacant for over 3 years and the northern part of the site is in use as a storage yard for a builder's merchants. The site falls within, and on the edge of the Locally Significant Industrial Site (LSIS) 17. The site forms around 10% of this Locally Significant Industrial Site. The applicant sets out that in 2—8 the frontage to White Hart Lane showed uses as a tile supplier and vehicle repair centre, in a low bay industrial building that has since been demolished. Since at least 2012 this part of the site has been cleared and has been vacant except for one small warehouse building on the east of the site which has fallen into disrepair and is unsuitable for occupation in its current state. The applicant suggests that around 10 full time equivalent jobs are provided on the north of the site. The applicant suggests that the strongest remaining demand for employment sites such as this is for distribution space for which it considers that this site is too small and does not have the appropriate HGV access. In addition it sets out that the site's proximity to residential uses also limits the range of uses to which it can be put. The applicant sets out that the 10 existing jobs on site will be replaced as part of the redevelopment in the proposed 500 Sq.m. of employment floorspace and that the proposed 300 sq.m. of retail floorspace will provide around 14 additional jobs.
- 6.3.2 NPPF paragraph 22 states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose and also, that land allocations should be regularly reviewed. The Framework states that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 6.3.3 Paragraph 51 of the NPPF states that Local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development.

- 6.3.4 The London Plan sets out in Policy 4.4 that there is the potential for surplus industrial land to help meet strategic and local requirements for a mix of other uses such as housing.
- 6.3.5 Local Plan Core Strategy Policy (SP8 Employment) states that The Council will safeguard sites as Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business. The draft submission version of the Strategic Policies which is currently at EiP retains this policy and proposes no changes in this regard. The applicant makes a case that this site no longer meets the needs of modern industry and business and this is agreed by the Council.
- 6.3.6 Saved UDP Policy EMP4 (the existing adopted planning policy) 'Non-Employment Uses' sets out that planning permission will be granted to redevelop or change the use of land and buildings in employment generating uses provided that the land is no longer suitable for business or industrial use on environmental, amenity and transport grounds in the short, medium and long term and there is a well documented evidence of an unsuccessful marketing campaign or the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site and result in wider regeneration benefits.
- 6.3.7 The draft submission version of the Development Management DPD which is currently at EiP does not give flexibility for the release of designated employment land however a number of representations to this policy have been received and amendments to this policy to reintroduce flexibility and bring it in line with SP8 have been suggested by the Inspector and will be consulted on in due course.
- 6.3.8 The 500 White Hart Lane site is critical for unlocking the High Road West Regeneration Scheme. The site is only 1 mile from the High Road West site and offers the opportunity to expedite delivery of High Road West by providing much needed relocation space for the industrial units in the Carbury Industrial site and providing replacement housing for residents living on the Love Lane Estate. A business relocation strategy including a scheme to offer current businesses on the Carbury Estate or in the wider High Road West area the employment space at market rent for at least a period of 9 months as well as offering a package of measures to assist in relocation.

The High Road West Regeneration Scheme

- 6.3.9 The High Road West Regeneration Scheme seeks to deliver a minimum of 1400 new homes and 1000 jobs and create a new residential neighbourhood and new leisure destination for North London.
- 6.3.10 The High Road West regeneration area spans 11 hectares. The south of the site is currently occupied by the Love Lane housing Estate and the north of the site is currently occupied by the Peacock, Nesta and Carberry Industrial

Estates. To facilitate the delivery of the scheme, the 297 residents on the Love Lane Estate will need to be rehoused so that the Estate can be demolished and the 45 industrial businesses (B1/B2) located on the Industrial Estates will need to be relocated.

6.3.11 The Council has secured Housing Zone funding to support the delivery of the scheme. This funding will be contingent on the Council delivering housing and new commercial space within specific timescales. At present, the Greater London Authority (“GLA”) is expecting the first new homes to be delivered by 2019. In order to deliver these homes, the Council needs to secure vacant possession of land within the High Road West Scheme. Vacant possession will be achieved by relocating the businesses and rehousing Love Lane residents.

Relocating Love Lane residents

6.3.12 The Love Lane Estate sits between White Hart Lane Station and the THFC stadium. The agreed High Road West Masterplan envisages that the estate would be developed in an early phase of the scheme, to allow for the new public square and link between the station and the stadium to be developed, thus providing the necessary place shaping development required to raise values in the area. Early delivery of the link between the station and the stadium will also provide for the safe crowd movement when the THFC stadium is in use.

6.3.13 The Council has successfully rehoused 57 council tenants and acquired 3 leasehold properties, leaving 128 council tenants and 46 resident leaseholders remaining on the Love Lane Estate.

The Council has made the following assurances:

Secure Council Tenants will be:

- Offered a new home in the redevelopment area;
- Continue to pay a social affordable rent;
- Offered a new home to meet their housing need- to tackle overcrowding and under-occupancy;
- Able to move to a council tenancy elsewhere in the Borough if they wish;
- Given £5,300 in Home Loss compensation and have the costs of the move paid;
- Under-occupying tenants can continue to under-occupy by one bedroom.

Resident leaseholders will be:

- Offered market value for their home;
- Offered 10% of the market value as home loss compensation;
- Offered the opportunity to purchase an affordable home in the new redevelopment;
- Compensated for legal, valuation and reasonable costs.

6.3.14 The Council has also assured secure tenants and leaseholders that the Council will seek to maximise their rehousing choices and will strive to ensure that residents have one move only. The Council will be able to offer residents a new

home in the area with one move only, by providing new housing in the west and north of the development area. Whilst this is achievable, possession of the land north of White Hart Lane will take time.

6.3.15 The Council can expedite securing the rehousing of Love Lane residents and meet the assurance to maximise housing choice by building replacement homes outside of the High Road West regeneration area.

6.3.16 In developing the proposals for 500 White Hart Lane, THFC undertook a consultation with the Love Lane Residents Association (“RA”). The RA committee and attending residents were supportive of the site providing new homes for Love Lane residents and were pleased with the design proposals. Residents requested that the site be developed as quickly as possible to ensure that residents are able to move

Acquisition of the affordable homes

6.3.17 THFC are proposing that 20% of the homes are affordable (29 units).

6.3.18 The Tottenham Regeneration Team are seeking to acquire these 29 units to;

- Support the rehousing of Love Lane residents and expedite the High Road West Scheme;
- Meet residents’ desire to have an opportunity to move to this site, and;
- Ensure that the Council remains the land lord of these replacement homes

6.3.19 The Tottenham Regeneration Team and THFC are in the process of agreeing the terms of this purchase.

Tenure

6.3.20 THFC are proposing that 18 of the 29 properties will be social rented properties, which will be used to facilitate the rehousing of secure Council tenants on the Love Lane Estate. The housing product for the remaining 11 affordable properties will be decided by the Council, and will be either affordable rented or intermediate properties.

6.3.21 Ideally, the 11 properties will be shared equity and or shared ownership properties and will be utilised to rehouse the resident leaseholders on the Love Lane Estate. However, whilst this site is popular with resident leaseholders, at this stage there is no certainty regarding how many resident leaseholders would move to this site, as the Council still needs to develop its shared equity and shared ownership products. These will be developed over the next 6-12 months. Therefore, having flexibility of the tenure of these 11 properties allows the Council to determine how best to utilise the properties to facilitate regeneration, once further information has been collected on the number of tenants and resident leaseholders who would wish to move to this site.

6.3.22 The Section 106 agreement will secure that a minimum of 18 and a maximum of 23 units are provided as social rented units and that the tenure of the remainder

will be decided at Reserved Matters stage. The section 106 agreement will also include an obligation that will prevent the occupation of more than a fixed percentage of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to a Club).

6.3.23 This will provide the Council with complete control over the units in order to provide for the decant of residents from High Road West.

Conclusion

6.3.24 Whilst the proposal would involve a net loss of employment generating land on site, it would provide some 500 sqm of employment floor space and 300 sqm retail floor space. The site has been largely vacant for some time and its location and condition are not considered to lend itself to redevelopment for purely employment use. As such in line with policy EMP4 the site is not considered to be suitable for continued employment use and the proposed use delivers an increased number of jobs to the current situation and provides regeneration benefits for this site and the High Road West area. The proposal would deliver high quality housing and would facilitate the decant of both residents and businesses from High Road West in order to support the Council's wider regeneration plans. It is considered that the benefits of delivering these strategic objectives in the long term would outweigh the net loss of employment land in the short term and would satisfy the objectives of saved UDP policy EMP4, SP8 and the NPPF.

New Housing

6.3.25 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. Haringey's annual housing target, set out in table 3.1 in the London Plan, was initially 820 units however this target has increased to 1,502 per annum for the period 2015 – 2025 in the Further Alteration to the London Plan 2014.

6.3.26 The proposed alterations to the supporting text of SP2 of the LBH strategic policies document refers to windfall sites which contribute towards meeting the housing need in Haringey. The Council's emerging Development Management Development Plan Document (DPD) also sets out the importance of windfall sites in helping deliver the Borough's strategic housing target. This proposal would provide 144 units of accommodation which go some way to supporting the Council's housing delivery obligations as per policy SP2, emerging Development Management DPD policy DM10 and would be consistent with paragraph 47 of the NPPF and is therefore welcomed.

6.4 Affordable housing

- 6.4.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan.
- 6.4.2 6.4.2 Saved Policy HSG 4 of the UDP 2006 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is reiterated in Policy SP2 of the Local Plan. The Draft alterations to Strategic Policies submission version that is currently at EiP proposes to reduce this target to 40%.
- 6.4.3 The applicant proposes to provide 29 affordable housing units which represents 20% affordable housing by unit. The applicant submitted a viability assessment with the application and this has been independently verified by consultants appointed by the Council which confirms that the maximum reasonable amount of affordable housing has been provided.
- 6.4.4 The Section 106 agreement will secure that a minimum of 18 and a maximum of 23 units are provided as social rented units and that the tenure of the remainder will be decided at Reserved Matters stage. The section 106 agreement will also include an obligation that will prevent the occupation of more than a fixed percentage of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to a Club). The rent of the social rented units and the price of the units to the Council will also be secured in the section 106 agreement.
- 6.4.5 The above approach and affordable housing provision is considered to be acceptable and ensures the maximum reasonable amount of affordable housing is provided for in accordance with London Plan Policy 3.12, Local Plan Policy SP2, and saved UPD Policy HSG4 and also facilitates the regeneration plans of the Council.

Retail

- 6.4.6 The provision of 300 sqm of retail floor space within the scheme is considered appropriate to serve the needs of the proposed residential accommodation. It is not considered that the introduction of a new retail element would undermine the retail function of the nearby town centres. The retail provision would therefore support the proposal and would comply with UDP policy TCR2 'Out of Town Centre Development' and Core Strategy Local Plan policy SP10 Town Centres.

6.5 Density and layout

- 6.5.1 London Plan Policy 3.4 seeks to optimise the housing potential of sites. As the proposal is residential led, the density matrix (see table 3.2) in the London Plan provides a useful guide to gauge whether the scale of the development is broadly appropriate or not.

- 6.5.2 The site is considered to be somewhere between suburban and urban in character with a PTAL of 3 which represents a medium public transport accessibility. Table 3.2 of the London Plan indicates that a density of 150-250 habitable rooms per hectare or 35-95 units per hectare is appropriate for a suburban location, and a density of 200-450 habitable rooms per hectare or 45-170 units per hectare is appropriate for an urban location.
- 6.5.3 The proposal seeks permission for 144 residential units on a site measuring 0.9125 which equates to a density of 158 units per hectare. This exceeds the maximum density for a suburban location however is within the appropriate density range for an urban location.
- 6.5.4 It is necessary to caveat the above by noting that the density matrix is intended as a guide only, and should not be applied mechanistically. Any assessment should therefore take account of other matters including dwelling mix, environmental, social infrastructure, local character and improvements to public transport. Given the broader regeneration benefits of the proposal involving improvements to local infrastructure and amenities, and in consideration of the Council's objectives to deliver high quality housing in the Tottenham area, the proposed density is considered acceptable in its context subject to satisfying other objectives of the development plan.
- 6.5.5 The submitted parameter plans ref. A1-90-103 (Rev PL2) and A1-90-105 (Rev PL2) present the development as four linear building blocks running from the west to the east of the site rising from 3 to a maximum of 6 storeys in height (the proposed height has been revised down from the original submission which proposed a maximum height of 7 storeys). A 3-storey employment block is situated in the north western corner of the site and a retail community element is located within the southern-most residential block fronting White Hart Lane.
- 6.5.6 The primary access point to the site is directly from White Hart Lane at the south eastern corner and this would serve the 4 main residential blocks. The employment block would be accessed either via the primary access point or via a secondary service access road which is outside the site boundary and which runs the entire depth of the western boundary of the site from White Hart Lane. Whilst this layout is acceptable in principle, further design details of routes through the site are essential in order to demonstrate that conflict between the employment use and the residential use would be avoided. Further details would also be necessary to demonstrate that there would be no unacceptable degree of conflict between cycle, pedestrian and vehicular routes through the site at reserved matter stage.
- 6.5.7 Overall the proposal is considered to be consistent with the density guidance set out in the London Plan for the location. The site layout is broadly acceptable subject to further detailed design of pedestrian and vehicle circulation through the site which are reserved matters.

6.6 Design and appearance

- 6.6.1 It is important to note that the illustrative scheme as set out in the applicant's design and access statement shows one way in which the development could be built in accordance with the submitted parameter plans however it is not submitted for approval. The parameter plans and design codes are intended to provide flexibility in the final design of the scheme which would be submitted as a reserved matters application at the detailed design stage.
- 6.6.2 The principles of the layout and siting of buildings on the plot are set out in the parameter plans and design codes in order to establish a layout for residential/ retail/ community and employment space uses on site. As stated above, these plans propose 4 linear building blocks running from the west to the east of the site rising from 3 to a maximum of 6 storeys. The spaces between the blocks provide routes for vehicular access and permeability across the site, in particular towards the pedestrian footpath on the eastern boundary where 5 new access points could be created.
- 6.6.3 The design approach is accepted by the Quality Review Panel (QRP). The panel have advised that whilst the scheme is notably dense for a suburban location, it has the capacity to work well. The scheme sits comfortably within density ranges for a more urban location and the design aims to create a more urbanised townscape which in turn creates visual interest and activates what is currently an area of dead space with poor visual amenity. The proposed building form and typology would provide a transition from the existing small footprints of 2 storey residential terraced properties to the north and east and the large footprints of the industrial warehousing to the west. The urban texture to the site is considered to contribute to the wider townscape and reflects the direction of travel for higher density, residential led development in the area.
- 6.6.4 Given the outline nature of the application, the scheme will require further work and development through reserved matters, particularly with regards to design and appearance. The submitted parameter plans and design code outline the scale and layout that is likely to be adhered to however, providing some comfort as to the direction of the design. To ensure quality with regards to urban design and appearance, the proposed Design Code will be secured by condition. The Design Code will make certain that the residential development will be developed in a manner that will reflect the design aspirations of the Borough and create a development that will enhance the surrounding townscape and create a community that will integrate successfully into the immediate area.
- 6.6.5 The residential blocks proposed on site will create notably taller, modern buildings which are considered to create a sense of place and identify the site as part of the broader residential community. Whilst it is acknowledged that the surrounding two storey residential terraces on Devonshire Hill have a more modest scale and form, the proposed building height and massing would be stepped from 3 storeys with a flat roof to a maximum of 6 storeys which is considered acceptable. The orientation and layout would also provide welcome opportunities to improve quality of surveillance / safety of the existing pedestrian route along the eastern boundary of the site.

- 6.6.6 Given the outline format, the QRP advised that pedestrian circulation and landscaping within the site, rationalisation of parking, and improved amenity and landscape quality across the site is necessary. It is considered that this requires further development at detailed design/ reserved matter stage. The QRP also found that despite large areas of residual open space, the scale and amenity of green space currently shown is inadequate, considering the proposed residential density. The scheme has since been revised to improve capacity for amenity space provision however this requires further work at the detailed design stage.
- 6.6.7 Overall, Officers consider that the design of the proposed buildings would be an acceptable and high quality approach. The variations in building massing and height, and use of quality materials would provide visual interest, and create a new townscape that is considered to be of sufficient design quality to catalyse regeneration of the area, and complementary to the immediately surrounding environment. The proposal is therefore in general accordance with policies Policy 7.6 and 7.8 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

6.7 Impact on the amenity of adjoining occupiers

- 6.7.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, or overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.7.2 The submitted scheme proposes 4 linear blocks which 'step down' in height from the western boundary with the industrial land, to the eastern boundary with residential properties on Devonshire Hill, The Green and Devonshire Gardens to the east. The two linear blocks on the top half of the site would have the greatest impact on neighbouring amenity given their relative proximity and scale.

Overbearing / Daylight & Sunlight

- 6.7.3 The submitted drawings indicate that the northern-most block would step down from a maximum of 5 storeys on the western side to 3 storeys on the eastern side of the site. The parameter plans submitted indicate that the three storey element in the north eastern corner would be some 7.5 metres from the nearest residential property to the north (no. 179a Devonshire Hill Lane) and would be approximately 7 metres from the building line of the nearest property to the north east (no. 197 Devonshire Hill Lane).
- 6.7.4 The neighbouring properties on Devonshire Hill Lane are inter-war period two storey semi-detached and terraced houses with pitched roofs which would have a roof ridge height similar to the three storey flat roof element proposed. The proposed buildings would be significantly bulkier and more appreciable in scale

when compared to the existing storage structures used by the builder's merchants and would be bulkier than the existing terraced dwellings. Given the similarity in height and the 7 – 7.5 metre separation distance at the closest point from the nearest wall of the neighbouring dwellings however, it is not considered that the physical impact of the proposal would be so harmful so as to warrant refusal. It should also be noted that there are no windows to these flank walls of the nearest properties. It is considered that the maximum height as stipulated on the parameter plans is acceptable subject to further details at detailed design stage. Whilst the massing and bulk would be appreciable, it would not cause an unacceptable reduction in light to habitable windows of the properties either at 197a Devonshire Hill Lane or on The Green given their east - west aspect. The submitted daylight and sunlight assessment concludes that the scheme represents very high consistency with BRE guidelines and that neighbouring gardens would receive a minimum of 2 hours sunlight as per BRE standards.

- 6.7.5 The proposed northern-most linear block would increase in height to 4 storeys along the central massing however would remain some 14.5 metres from the nearest neighbouring property on The Green immediately north. Given the separation distance proposed and the 13-14 metres height, it is not considered that the proposal would have an unacceptable overbearing physical impact. As above, whilst the 4 storey massing and bulk would be appreciable, it would not cause an unacceptable reduction in light to the habitable windows closest properties on The Green given their east - west aspect.
- 6.7.6 The proposed central linear block just below the northern most block would also have an appreciable impact on neighbouring amenity given its location immediately west of, and general proximity to the neighbouring dwellings on Devonshire Gardens, in particular no's 7 – 10. The submitted parameter plans indicate that the proposed 5 storey element would be some 16 metres from the rear building line of no. 9 Devonshire Gardens. Whilst this would be appreciable, it is considered that the 16.5 metre height of the proposed residential block and 16 metres separation distance would represent an acceptable distance and would not be overbearing to a harmful degree. The submitted daylight/ sunlight assessment indicates that the gardens of affected properties on Devonshire Gardens would receive a minimum of 2 hours sunlight as per the BRE guidelines.
- 6.7.7 The proposed parameter plans indicate that the two southern most linear blocks would have a notably greater separation distance from the nearest residential properties on Devonshire Gardens. The proposed 6 storey element of the block second from the front facing White Hart Lane would be some 30 metres from the rear building line of the dwellings on Devonshire Gardens and 18 metres from the garden boundary which is considered acceptable. Similarly, the southern-most block facing White Hart Lane would be some 20 metres from the flank building line of the residential dwelling at no. 498 White Hart Lane.

Privacy / Overlooking

- 6.7.8 Given the outline nature of the application, the submitted parameter plans are limited to building scale, height and footprint and do not include floor plan layouts for individual flats. Notwithstanding, a reasonable assessment can be made with regard to the likely composition and orientation of units within the proposal, and as such the likely impact the buildings would have on the privacy enjoyed by existing neighbouring properties.
- 6.7.9 The submitted parameter plans indicate that the most affected properties would be the residential dwellings to the north east of the site i.e. The dwellings 165 – 167 Devonshire Hill Lane and no.s 167a and 167b Devonshire Hill Lane. Whilst some overlooking into these gardens is likely to reduce privacy from existing levels, it is considered that this could be mitigated at detailed design stage through detailed design solutions such as placing habitable rooms to the other side of the block and the use of oriel windows for example.
- 6.7.10 Whilst the parameter plans indicate that overlooking and loss of privacy to the gardens of 165, 167, 167a and 167b could be significant. It is considered that the north east aspect of the proposed 3 storey element would better serve as amenities and kitchen space for the internal flats. On this basis, the appropriate configuration of flats and internal layout would limit the number of habitable rooms facing the gardens of the affected dwellings in question and as such would diminish the degree of overlooking to within an acceptable degree.
- 6.7.11 In conclusion, whilst some degree of light loss and overlooking is likely to be appreciable, it is not considered to be unacceptable. The outline scheme requires further development though out the detailed design stage to ensure negative impacts on neighbouring dwellings is mitigated sufficiently. The proposal would therefore accord with saved UDP policy UD3 'general Principles' and London Plan policy 7.6 'Architecture'.

6.8 Residential mix and quality of accommodation

- 6.8.1 London Plan Policy 3.5 and accompanying London Housing SPG 2015 set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.
- 6.8.2 The proposed 144 units have not been detailed and would be considered as a reserved matter. However, the indicative parameter plans and illustrative scheme (the latter is not submitted for approval) indicate that the proposed housing typologies would achieve compliance with the above standards and would be assessed as under any subsequent reserved matters application. Compliance with the London Plan and London Housing Design Guide in this regard will be conditioned.
- 6.8.3 The indicative housing mix shows an acceptable percentage of family accommodation (24% 3 and 4 bed accommodation), 48% 2 bedroom and 28% 1 bedroom flats. London Plan Policy 3.8 encourages a choice of housing based on local needs and the proposed dwelling mix has been revised since the original submission and following consultation with the Council's Housing &

Regeneration Teams. Therefore, the proposed housing mix is considered to be acceptable.

6.9 Open space/play space

Open space

- 6.9.1 Policy 3.6 of the London Plan 2013 seeks to ensure that development proposals that include housing include adequate provision of play and informal recreation space, based on the expected child population generated by the scheme and an assessment of future needs.
- 6.9.2 Policy SP13 of the Council's adopted Local Plan (2013) and Open Space and Recreation Standards SPD 2008 requires development sites that are located within areas that are identified as having open space deficiency to contribute to the provision or improvement of open spaces. The development should provide a minimum of 3 m² per child (with an aspirational target of 10 m²).
- 6.9.3 Using the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' and the methodology contained within this document, it is anticipated that the outline application for 144 units would yield 120 children. for the provision of play space for under 5's on-site of 360sqm as the illustrative scheme submitted indicates that this can be achieved.
- 6.9.4 Therefore, the proposal has capacity to provide an area of open space in accordance with Policy SP13 of the Council's adopted Local Plan (2013) and Open Space and Recreation Standards SPD 2008 and Policy of the London Plan 2013.

6.10 Trees and biodiversity

- 6.10.1 London Plan 2013 Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.
- 6.10.2 The submitted tree survey is limited given the outline nature of the proposal and the fact that tree cover is very limited on the industrial site. The report however recommends no action to numerous trees on the site perimeter and the felling of one Adler on the northern boundary.
- 6.10.3 The Council's Arborist has not raised any objection to the proposal however it is considered that a more comprehensive analysis would be required for reserved matters during the detailed design stage.
- 6.10.4 The Council's Carbon/ Energy Officer has advised that the reserved matters or design stage must demonstrate that opportunities can be designed in (such as living roofs and soft landscaping) and negative impacts designed out (such as

over lighting and glazing). The applicant must submit details of how sustainability and biodiversity initiatives will reduce the development's effect on the biodiversity and increase access to the local environment at reserved matters stage.

6.11 Transportation

- 6.11.1 The outline development proposes to incorporate up to 144 residential units, 550 square metres of employment floor space and 300 square metres of flexible A1/A3/D1 uses. It is suggested that car and cycle parking for all uses will be determined at the reserved matters stage, but would be provided in accordance with adopted standards. The indicative Masterplan indicates 71 parking spaces for 144 units, which is car parking provision of 0.49 spaces per unit.
- 6.11.2 The main transportation considerations with this application are the access arrangements given this is an outline application. However other aspects as detailed in the application have been reviewed and are commented on below. Some issues were raised requiring further information from the applicant and this information has now been provided.

Access Arrangements and highway changes

- 6.11.3 The access proposals for this site include a new vehicle access at the south eastern corner of the site, which will in effect form a crossroads junction arrangement with Fenton Road. In addition to this, the applicant is proposing to change the kerb line alignment for the Devonshire Gardens junction, to provide a more traditional 90 degree type junction. By doing so this will reduce the width of the junction and provide a better arrangement for pedestrians as the crossing width will reduce. The applicant has also proposed to relocate the bus stop located along the site frontage west along White Hart Lane, However, TfL have yet to fully consider this proposal in detail so that process will need to come to a conclusion to confirm arrangements prior to reserved matters stage. There is also a proposal to provide tactile paving at the pedestrian island crossing located approximately 30 metres west of the site along White Hart Lane. This will be an improvement compared to present as although a dropped kerb is in place to facilitate crossing there is no tactile paving in place.
- 6.11.4 The existing access road to the west of the site that services the builder's merchants falls outside of the redline boundary for the site, but as part of the highway improvements along the site frontage, it is proposed to provide a formalised junction and crossing facilities which will again be an improvement for pedestrians compared to the current arrangements.
- 6.11.5 It would be acceptable for the development to be serviced by the main site access only. The intended route for refuse vehicles is through the site, so those and visiting service vehicles associated with the commercial and residential

elements of the development will have no issues accessing the whole site as the internal access road is sufficiently wide.

6.11.6 An independent Stage 1 safety Audit was carried out for the works in the highway and the site access and this has made some suggestions towards aspects of the design, including leaving the Bus Stop in the existing location whilst relocating the bus shelter, plus suggestions in relation to waiting and loading restrictions at the Devonshire Gardens junction. These details can be worked through as the detailed design is progressed as part of the Section 278 Agreement process.

6.11.7 All external Highways works will need to be covered by the Section 278 agreement and the preliminary design has been forwarded to Haringey's Highways Engineers for initial review and provision of an estimate. From the Transportation perspective there are no issues with the proposal in principle however the detailed design checks will need to be made over time to refine the design to the approval of the Highway Authority. This will take place before or at Reserved Matters stage.

Pedestrian Access

6.11.8 There will be pedestrian access at the main site access and it is also intended to connect to the formal right of way (Footpath) to the eastern side of the site, in 5 places to provide permeability for pedestrians. The footpath connects to White Hart Lane to the south and to Devonshire Hill Lane to the North, which connects to playing fields and sport facilities. It is suggested that a S106 contribution of £15,000 be forthcoming to improve the facilities for footpath users, including the footpath surfacing and lighting. The exact amount for this contribution can be clarified in due course.

Car Parking

6.11.9 The most recent technical note provided by the applicant quotes residential parking provision of 0.49 spaces per unit, which would require 71 spaces. For reference TfL has indicated they consider a provision of 0.4 spaces per unit to be appropriate. The full details of the parking arrangement will need to be clarified in the Reserved Matters application. The TA also refers to 4 spaces for the employment floor space. Census figures from 2011 detail average car ownership per household in this postcode of 0.91 cars, and the wider ward figure averages out at 0.62 cars per residential unit. Adjacent postcodes close by have levels of car ownership closer to the ward average of 0.62 vehicles per household.

6.11.10 There is a potential for additional parking stress arising from this development proposal, however there are a number of factors that are likely to mitigate this and reduce the likelihood. There will be a formal Travel Plan for the site which

will develop and promote sustainable transport measures at the development, there will also be high quality cycle parking provision to full London Plan standards, and the car club provision for the development will also help reduce both car use and car ownership, TfL and car club operators do detail that a single car club bay can take the equivalent of 6 to 10 cars or more off the road as a proportion of residents will choose to use the car club vehicles and not their own or choose to not own a car.

6.11.11 In addition to the Travel Plan, cycling and car club measures, the applicant will be required to make a contribution of to the Highway Authority towards consultation on the implementation of Parking Control measures in the locality. Given local resident and member concerns about parking stress, The Highway Authority has carried out consultation in the Tottenham area, to review the operation of the existing CPZ's and ascertain the appetite for bringing in new formal parking controls. If a CPZ is agreed through this consultation the applicant will be required to make a further contribution to its implementation. Assuming that formal controlled parking measures are implemented and this development is within a CPZ, it will be appropriate for the site to be a car free/permit free site where residents will not be entitled to CPZ permits. Therefore this parking contribution will both assist in implementing formal parking controls in the area, and by preventing issue of permits to residents in this development, that will act as a deterrent towards car ownership.

Trip generation

6.11.12 Taking the residential and employment car trip generation, considering it against the previously consented (2009) application and the existing builder's merchant use, there is a net increase of 25 car trips in the AM peak (as would be expected from the residential element of the proposal), and a corresponding decrease in the PM peak of 7 vehicle trips.

6.11.13 Considering the A10/White Hart Lane Junction, the applicant has carried out a turning count survey and LINSIG analysis of the existing operation of the junction, which has concluded that the A10/White Hart Lane junction currently operates close to capacity on the White Hart Lane (east) arm during both peak hours, with this arm exceeding its theoretical capacity in the weekday evening peak hour. The White Hart Lane (west) arm of the junction has an existing (2015) Degree of Saturation (DoS) of 57% in the AM peak, and the north arm (i.e. southbound A10) has a DoS of 92% in the AM peak and 80% in the PM peak. The south (Northbound A10) arm has existing DoS of 57 in the AM and 76% in the PM.

6.11.14 The development will add movements to this junction, predominantly in the AM peak to the White Hart Lane (west) arm, with 18 vehicles added. This raises

the DoS from 66% to 71% however this is below the critical level of 0.85 which is the level that congestion is considered to be occurring.

6.11.15 It is noted that the TA makes the assumption that the retail floor space will be a 'local' walk up attractor – as referred to in the car parking section of this response it is considered that there will be a number of pass by trips that will plan to stop or will stop opportunistically at the retail facility and the Technical Note has proposed 15 pass by trips could be attracted in the AM peak hour, and 36 in the PM peak hour. The parking stress surveys carried out for these periods reported 85 parking spaces available within the survey area so this would indicate there is sufficient residual capacity to accommodate pass by trips to the retail element.

Public Transport capacity

6.11.16 Although the TA does not comment on public transport (bus) capacities specifically, 32 bus trips are predicted to be generated in the AM peak hour and 23 in the PM peak hour. TfL has set out that the modelling demonstrates that an additional single journey is required on route W3 in the AM peak towards Finsbury Park and the applicant will be required to pay a contribution towards this. The precise amount of this sum is under discussion and will be reported to committee. This sum will be secured through the Section 106 agreement.

Deliveries, servicing and refuse

6.11.17A Delivery and Servicing Plan will need to be worked up which will detail the numbers (and types) of vehicles visiting the site for delivery and servicing trips, along with commentary on where they will stop to make the deliveries/collections and for refuse and recycling collections. The TA does make reference to use of the potential secondary access, however swept paths have been provided for refuse vehicles entering and leaving the site from White Hart Lane. The layout and access should therefore only be the White Hart Lane access into the site will be able to physically accommodate service and refuse/recycling vehicles.

Construction Logistics Plan

6.11.18 A worked up draft of the CLP will be needed with the full application, to provide an understanding in relation to the contract duration, numbers and types of vehicles visiting the site during the construction period, any temporary proposals for the highway, and the measures the developer will take to minimise impacts on the operational highway particularly at peak times.

Green Travel initiatives

6.11.19 A draft Travel Plan was included with this application however requires further work at detailed design stage. It is imperative the Travel Plan is of the highest

quality to ensure effectiveness particular with regards to reducing potential car usage/ownership and increasing the use of sustainable modes including car club provision.

Conclusion

6.11.20 Although the site access is the only reserved matters for the outline application, Transportation has commented on the documents submitted and for at Reserved Matters stage these need to be amended and updated as detailed in this response.

6.11.21 The vehicle access proposals are for an access off White Hart Lane, opposite Fenton Road, and associated highways changes. The associated changes close to the site are welcomed as they will improve crossing facilities for pedestrians. This highway access will be able to service the whole development, however there is a possibility that a secondary access may be brought into use off the service access to the west side of the site. This is acceptable in principle. Finally Haringey's formal footpath No. 68/69 runs to the east of the site and it is proposed for 5 connections from the development to this. A S106 contribution of £15,000 is required to contribute towards the costs of improving the environment for footpath users which should increase the walking mode share and contribute towards reducing the use of private motor cars.

6.11.22 Regarding the other Transportation aspects of this outline development, the parking provision is proposed to be 0.49 spaces per unit. Whilst lower than the 2011 levels of car ownership in the locality, it is considered that the combined effect of high quality cycle parking, an effective travel plan, and car club provision could go a long way to mitigating the impacts of any shortfall in the locality. The section 106 contribution towards consultation and potential implementation of formal local parking controls and associated designation as a car/permit free site will further mitigate and manage any impacts.

6.11.23 In terms of Transport impacts, the TA has considered those on the Highway Network and public transport services, there should be no adverse highway capacity implications from the development and a contribution to increased capacity on the W3 will be secured in the section 106 agreement. All other Transportation aspects of the development can be further considered in the TA for the full application.

6.11.24 Overall, the proposal is considered to be acceptable from a highways and transportation perspective and in accordance with the NPPF, Local Plan Policy SP1 SP4 and SP7 and UDP Policies M10 and UD3.

6.13 Designing out crime

- 6.13.1 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and saved UDP Policy UD3. seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.13.2 The eastern pedestrian pathway link as currently shown does lack constant surveillance. One of the strengths of the scheme lies in the improvement to and incorporation of this footpath into the residential development which would improve permeability through the site and natural surveillance. Details of these aspects of the proposal require development at detailed design stage and must ensure the pedestrian and cycle access points as safe and as visually legible as possible.
- 6.13.3 Overall, it is considered that through appropriate design of pedestrian accesses, amenity areas and car parking the scheme can be developed to ensure that it incorporates designing out crime principles and is in accordance with the aspirations of the NPPF and London Plan Policy 7.1, 7.3, 7.4 and saved UDP Policy UD3.

6.14 Energy and Sustainability

- 6.14.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.
- 6.14.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 6.14.3 Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO2 emissions over the Building Regulations 2013 Part L standard. The details that have been submitted at outline do not go into detail about how to specific policy requirements will be met on site (Community Heating Networks, Overheating Risk, Renewable Technologies). Given the limited level of design detail with an outline application it would be unreasonable for the Council to determine if maximum opportunities have been taken (for example renewable technologies designed into roof plans) or if all design measures have been implemented (for example design measures to reduce overheating risk). Therefore energy and carbon reduction can only be reasonably assessed as detailed submission stage.

- 6.14.4 At detailed submission the applicant must demonstrate how the scheme's design will deliver the approved energy standards as set out in the London Plan (2011) Policy 5.2. (the 'reserved matters'). The carbon reduction standard and target that shall be applied on the scheme will be the target required at the date of detailed submission.
- 6.14.5 The submitted Energy Strategy should also address the Overheating Risk to the units on the scheme in accordance with the guidance and data sets in the CIBSE Guide TM49. The final design should pass all three modelled weather patterns.
- 6.14.6 Similarly to Energy the outline scheme provides few details on the Sustainability Aspects that have been designed in to the scheme. The detailed submission should address issues such as construction materials, surface water management, pollution control etc. At detailed design stage opportunities should be designed in and contracted (such as living roofs and soft landscaping, responsible contractors etc).
- 6.14.7 At Reserved Matters stage the applicant must apply to the Local Planning Authority for approval of an independent review (such as BREEAM or Home Quality Mark) of the environmental sustainability features (environmentally friendly features) of the development at detailed (full) application stage. This review must show that you have achieved highest possible standard on site in line with policy requires that are adopted at that time. If the policy requirement is not met then the applicant will be required to pay the carbon off-setting tariff and this will be secured in the section 106 agreement.

Flood risk and drainage

- 6.15.1 The Mayor's Sustainable Design and Construction SPG states that the majority of applications referred to the Mayor have been able to achieve at least 50% attenuation on the site (prior to development) surface water runoff at peak times. This is the minimum expectation from the development.
- 6.15.2 London Plan Policy 5.13 expects developments to achieve green field run off rates with Local Plan Policy SP5 promoting sustainable drainage systems to improve the water environment.
- 6.15.3 These measures and conditions ensure that flood risk is minimised and water drainage systems, quality and environment are improved in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5.
- 6.15.4 The application includes a Flood Risk Assessment, in line with London Plan Policy. The FRA sets out that as the site is in an area where the risk of flooding from surface water flooding is very low. The provision of further drainage information at reserved matters stage is conditioned and this information should

address water run-off through the use of water storage tanks, rainwater harvesting, and green roofs.

6.16 Land contamination

- 6.16.1 Given the outline nature of the application, there has been little investigation below ground on site. Therefore, it is uncertain as to whether there is potential contamination on site.
- 6.16.2 The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, given the above, conditions are recommended with regards to site investigation and/or remediation should it be required.
- 6.16.3 Therefore, the proposal, subject to a thorough site investigate and appropriate remediation, where required, is considered to be acceptable and appropriate for a mixed use development and is in general accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6.17 Waste

- 6.17.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.
- 6.17.2 The LBH Waste Management Team has not objected to the proposed development and considers, based on the current information, further design detail is likely to conform the Council's expectations with regards to residential waste storage and collection points. A condition has been included requiring the submission of an appropriate waste strategy which encompasses not only the proposed residential but also the proposed commercial units on site.

6.18 Accessibility

- 6.18.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All flats should be designed to meet Lifetime Homes standard and 10% of the proposed residential units must be wheelchair accessible. A condition is recommended requiring details of 14 residential units within the outline application to be submitted depicting which flats are accessible.

6.19 Planning obligations

- 6.19.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the NPPF and PPG, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The

Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions as follows and as set out above.

6.19.2 The following obligations are considered to be appropriate should the application be approved:

- Contribution to TfL for bus improvements (to be agreed and reported to committee)
- 29 affordable housing units (a minimum of 17 units will be provided as social rented, the remaining 12 will be provide at either social rented or intermediate tenure subject to the Councils aspirations) A transfer price for the affordable units will be specified.
- Contribution towards CPZ consultation and potential implementation
- £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan
- Construction and occupation employment strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to another affordable housing provider).

8.0 CIL APPLICABLE

8.1 The application is outline and as such exact CIL floorspace has not been calculated.

8.2 Based on the information given on the parameter plans, the Mayor's CIL charge will be £494,655 (14,133 sqm of residential floor space and office/ retail floor space floorspace x £35) and the Haringey CIL charge will be £207,000 (13,800 sqm of residential floorspace x £15). This would 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.

8.3 An informative will be attached advising the applicant of this charge.

9.0 CONCLUSION

9.1 The proposal seeks outline planning permission with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development

9.2 The proposal is considered to be acceptable for the following reasons:

- The principle of the residential-led change of use of the industrial site to mixed residential and retail/ employment use is considered to be acceptable given the location and condition of the site, the jobs provided in the proposal and the regeneration benefits of the proposal to the High Road West regeneration scheme;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- There would be no significant impact on parking with improved access to both the residential and retail/ office elements
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 144 new residential units would support strategic housing delivery
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The commercial/ employment floorspace and retail floorspace would complement the proposed residential accommodation and wider area
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure;

9.3 This planning application is recommended for APPROVAL subject to any direction from the Mayor of London, the signing of a s106 legal agreement and conditions and informatives. All other relevant policies and considerations, including equalities, have been taken into account.

10.0 RECOMMENDATIONS

10.1 Resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning is delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor of London and the signing of a section 106 Legal Agreement.

10.2 That the section 106 legal agreement referred to in resolution above is to be completed no later than 12th December 2016 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

10.3 That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2016/0828, those conditions being:

- 10.4 That delegated authority be granted to the Head of Development Management 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 Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

CONDITIONS AND REASONS

1. All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

a) The expiration of three years from the date of this permission.

or

b) The expiration of two years from the final date of approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. This permission is granted in OUTLINE, in accordance with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

i) (a) appearance; (b) landscaping; (c) layout; (d) scale;

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents indicating details of

B1) the materials to be used on all external surfaces

B2) details of boundary walls, fencing and other means of enclosure

B3) the provision for parking, loading and turning of vehicles within the site

shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. The OUTLINE development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

15/0809/SK08 Rev A - Proposed Site Access Junction Arrangement with Visibility Splays

90 – 101 Rev PL-1 - Site Location Plan

90 – 102 Rev PL-1 - Site Demolition and Existing Levels Plan

90 – 103 Rev PL-2 - Building Plot Plan

90 – 104 Rev PL-1 - Public Realm Plan

90 – 105 Rev PL-2 - Building Use Plan

90 – 106 Rev PL-1 - Site Access Plan

Development Specification and Framework – June 2016

Design Codes – June 2016

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the Development keeps within the parameters assessed pursuant to the Environmental Impact Assessment for the Development.

4. The number of dwellings to be developed on the application site shall not exceed 144. A minimum of 500 sqm of employment floorspace and a minimum of 300 sqm of retail floorspace shall be provided.

Reason: To ensure the Development is carried out in accordance with the plans and other submitted details and to ensure the Development keeps within the parameters assessed.

5. The development shall not be occupied until details of car parking and/or loading and unloading facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter retained. The car parking and/ or loading and unloading facilities shall not be used for any other purpose.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

7. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2 and the London Plan Policy 3.8.

8. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a Construction Environmental Management Plan (incorporating a Site Waste Management Plan and Construction Logistics Plan) has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to preserve the amenities of the area generally, in accordance with London Plan Policy 7.6, Local Plan Policies SP1 SP4 and SP7, and Saved UDP Policy UD3.

9. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a detailed surface water drainage scheme for the site, has been submitted to, and approved in writing, by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA and should evidence how the development will achieve green-field run-off rates or explain why it cannot achieve these levels. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5.

10. No development (save for demolition above ground level) shall take place until such time as:

- a) A desktop study has been carried out, details of which shall include the identification of previous uses, potential contaminants that might be expected given those uses, and other relevant information. A diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to, and approved in writing, by the Local Planning Authority. Only if the desktop study and Conceptual Model indicate no risk of harm may the development commence, upon the receipt of written approval from the Local Planning Authority;
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out. The investigation must be comprehensive enough to enable:
- a risk assessment to be undertaken;
 - refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

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

- b) If the risk assessment and refined Conceptual Model indicate any risk or 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.

Reasons: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

11. No development shall take place (including demolition) until an impact study of the existing water supply infrastructure has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The study should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Should additional capacity be required, the impact study should include ways in which this capacity will be accommodated. The development within each phase will then be implemented

in accordance with the recommendations of this impact study and retained in perpetuity thereafter.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the addition demand created by the development.

12. No impact piling within each phase shall take place on site until a piling method statement (detailing 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 and water 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 within each phase 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 and water infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

13. Prior to the submission of the Reserved Matters application, details of the proposed detailed energy strategy should be submitted to and approved in writing by the Local Planning Authority. This strategy should comply with the London Plan energy hierarchy and the London Plan carbon reduction target.

Reason: to ensure compliance with London Plan policy 5.2.

14. Prior to the submission of the Reserved Matters applications, details shall be submitted to, and approved by the Local Planning Authority in writing, that both domestic and non-domestic buildings within the Development are designed to reduce potential overheating and reliance on air conditioning systems and demonstrate general accordance with the cooling hierarchy as outline in London Plan Policy 5.9 and that all domestic dwellings are designed without the need for active cooling. The development shall be implemented in accordance with these details and retained in perpetuity thereafter.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3, 5.15, and 5.9 of the London Plan and Policies SP0 and SP4 the Haringey Local Plan.

15. The hereby approved retail and office (A1 & B1a Use Class) floorspace shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating Very Good has been achieved for the hereby approved retail and office floorspace,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

16. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% under Part L of the Building Regulations 2013 standard.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

18. At detailed submission stage details of how the applicant will reduce the development's effect on the biodiversity and increase access to the local environment must be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP05 and SP13.

19. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Informatives

INFORMATIVE: 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 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 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.

INFORMATIVE : 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 parameter plans, the Mayor's CIL charge will be

£494,655 (14,133 sqm of residential floor space and office/ retail floor space floorspace x £35) and the Haringey CIL charge will be £207,000 (13,800 sqm of residential floorspace x £15). 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.

INFORMATIVE: Details of Highway Agreement - Section 278. The applicant is advised that an agreement under Section 278 of the Highways Acts 1980 is required.

INFORMATIVE: All works on or associated with the public highway be carried out by Council's Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: Prior to commencing any work on the highway official notification under The New Roads & Street Works Act shall be given to the Council. Notifications are to be sent to The Highways and Street Numbering (tel. 020 8489 1000).

INFORMATIVE: 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 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The applicant is advised that 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.

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement and other water supply and drainage issues required by condition.

APPENDIX 1 - Consultation responses

No	Stakeholder	Questions/Comments	Outcomes
1	Building Control	No objection	
2	LBH Environmental Health	No objection.	Conditions recommended: air quality, dust control, boiler emissions, contamination
3	LBH Arborist	No objection.	Replanting to be secured by condition to ensure no loss of tree cover.
5	LBH Transportation	No objection. FURTHER COMMENTS: See 6.16 above.	S106 and S278 contributions to highways improvements including Travel Plans (residential and commercial). Conditions recommended with regards to parking and cycle parking.
8	Environment Agency	No objection to the proposal. Expects the development to achieve green field run off rates.	Conditions recommended with regards to run off rates and a detailed surface water drainage scheme.
13	Transport for London	No objection. Contributions towards legible London would be expected.	S106 contribution recommended.
14	Tottenham CAAC		Conditions recommended. Design Code being paramount to securing good design throughout

			the site.
15	Thames Water	No objection.	Conditions recommended.
16	Neighbouring Properties	<ul style="list-style-type: none"> • Inadequate consultation; • Density is excessive/ stress on local infrastructure • Development would 'double the local population overnight' • Scale and massing is overbearing • Building height is excessive - should be 3-4 storeys not 6-7 • Traffic congestion/ Highways parking – 75 parking spaces for 144 dwellings/ 	<p>5 x site notices were displayed and letters sent to neighbours on the 18/03/2016. A further consultation period was set on the 13/06/2016</p> <p>Density is considered to be at the top of the range suitable for an urban location</p> <p>Increase in population is intended</p> <p>Building scale and massing has been refined – lowered from 7 to 6 storeys. Accepted that the neighbouring properties are 2 storeys with pitched roof. Proposal would stagger from 3 storeys up to 6</p> <p>Parking stress surveys have been undertaken. Considered that the highways network can absorb the additional demand</p>

		<ul style="list-style-type: none"> • Only one bus serves site (W3) which is over capacity • 350-400 additional residents – stress on amenity • Insufficient shops to sustain community needs • Lack of schools, NHS and community facilities • Existing community uses would be overburdened • Additional noise nuisance • Overlooking to north • Overshadowing of gardens to the north • Loss of light • Loss of views towards the green 	<p>Accepted that only one bus route serves the site. TFL have no objection</p> <p>Additional demands for services are accepted however it is considered that these could be absorbed and that they will encourage delivery of new services</p> <p>Accepted however this is not considered to be significantly harmful</p> <p>Scheme is outline with no details of window / terrace positioning. This can be designed out during detail stage.</p> <p>Some light loss and overshadowing is likely however is in line with BRE standards and not considered to be harmful</p> <p>Loss/ change of views are inevitable given the</p>
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		<ul style="list-style-type: none"> • Would impact on neighbouring estate in Enfield • Estate layout would create anti- social behaviour • Problems exacerbated by match/ market days/ car boot sales • Inappropriate development on LSIS • Loss of employment land/ loss of 40 jobs form builders merchants • A supermarket/ cafe / shop / community use would be more appropriate 	<p>existing sight is vacant. No significant loss of outlook however.</p> <p>Enfield have been consulted and have not raised any objections.</p> <p>Accessibility throughout the site has been improved with potential for 5 new access points along the eastern pedestrian footpath.</p> <p>Concerns about parking and highways issues noted – improvements to the junction and financial contributions are proposed</p> <p>The proposal would result in the net loss of employment however the regeneration and housing benefits are considered to outweigh this</p> <p>Some retail is proposed however large scale retail is not appropriate out of town centres</p>
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		<ul style="list-style-type: none"> • Tall buildings not appropriate • Inadequate play space • Sewerage & env impact • Increased waste and pollution • Proposed changes in June do not overcome objections i.e. height & density is still excessive • Danger and traffic problems 	<p>The proposal is for 3 – 6 storeys which is significantly higher than surrounding terraced housing however is intended to be so. The area has a very varied character and the proposal is intended to provide high quality housing at a higher density.</p> <p>Play space provision can be accommodated and should be formalised at detailed design stage</p> <p>Waste can be accommodated and managed</p> <p>It is accepted that concerns remain regard height and density however these are not considered to be significantly harmful. On balance the provision of high quality housing would outweigh the concerns identified.</p> <p>These concerns are acknowledged and significant work and contributions</p>
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		<p>at nearby road junctions require attention</p> <ul style="list-style-type: none"> • High density development is likely to contribute towards 'ghettoisation' and postcode wars • High density coupled with lack of infrastructure and community activities would create anti-social behaviour and crime • Lack of nearby parks or playgrounds 	<p>towards highway improvements are proposed and can be secured by S106 legal agreement</p> <p>The proposal would involve and would support mixed and balanced communities and does not cater specifically for one demographic.</p> <p>Significant areas of open green space is located north of Devonshire Hill Gardens within 10 minutes walking distance of the site.</p>
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APPENDIX 2 – Quality Review Panel Comments

3. Planning authority's views

The site is now mostly vacant but once comprised two large industrial buildings housing a timber and builders merchant. The site was originally acquired by Tottenham Hotspur Football Club, in order to facilitate relocation of existing industrial uses from the site of the proposed new stadium. However, the site was not subsequently required for that purpose. The Club engaged in pre-application discussions with the Council in 2013 for a residential scheme; however, that proposal did not progress. More recently, a mixed use scheme for the site was considered by the Quality Review Panel on 16 September 2015. This previous proposal included a large retail store, which has subsequently been removed from the proposal.

The site is designated as a Locally Significant Industrial Site, and although a protected employment site, the Council would support a mixed residential and commercial (B1 light industrial, B8) scheme that facilitates the decant of residents from the Council's Love Lane Estate and of businesses from the Peacock Industrial Estate (key sites within the Council's High Road West Regeneration Masterplan Area). Officers consider that this would meet the requirements of the regeneration exception in Policy EMP4. Officers are keen for development to occur, as the site has been vacant for a long time.

4. Quality Review Panel's views

Summary

The Quality Review Panel welcomed the clear presentation, and offers broad support for the proposals. It is a dense scheme, but has the potential to work well. The panel felt that with careful detailed design, the development could potentially have a beneficial wider impact on the local area, through enhancing the quality and surveillance / safety of the existing pedestrian route adjacent to the site. The panel would recommend further refinements to circulation, parking and landscaping to make better use of and increase the amenity of the public realm within the site. The panel would support flexibility in the parameters of the outline application, to allow for improvements to routes and spaces at a detailed design stage.

The panel would also encourage provision of a community function or small local shop to the south of the site on the White Hart Lane frontage - either initially or in the future. These comments are expanded below.

Massing and development density

- The panel accepts the rationale of placing linear blocks along the contours running east-west from White Hart Lane uphill to the north.
- It is a dense scheme, but has the potential to work well.

Place-making, character and quality

- The panel recommends some further consideration of pedestrian circulation and landscaping within the site, to rationalise access and parking, and to improve amenity and landscape quality across the site.
- Despite large areas of residual open space, the scale and amenity of green space currently shown is inadequate, considering the proposed residential density.
- The parameters plans should be tightened up to avoid 'left-over' landscaped spaces and to maximise the usefulness and amenity value of the shared landscape spaces..

Relationship to surroundings: access and integration

- The panel would encourage further use of the contours and changes in level on site to enable a 'stepped' approach to the development.
- In this way, elements of parking or other ancillary uses (e.g. cycle stores etc) could be located underneath buildings or landscape where possible.
- Placing car parking below ground would have the advantage of maximising open space to be enjoyed by residents.
- The panel felt that within the development proposals, the opportunity should be taken to improve the safety, security and attractiveness of the existing north-south pedestrian route along the eastern boundary of the site.
- Improvements to this footpath should be planned in consultation with Haringey Council and the local community, and should ensure that the existing route is well integrated with the new development at the eastern boundary of the site.

Scheme layout

- Whilst the panel accepts the rationale of linear blocks set along the contours, it would support further exploration of the scheme layout to support improved pedestrian circulation through the site.
- The panel would also encourage careful consideration of the detailed design of the blocks, site levels and landscaping to the west of the site to avoid the residential accommodation overlooking the existing warehouses beyond the site.
- The panel felt that there might be merit in further consideration of the location of parking across the site, with regard to whether a more distributed provision of parking may be more appropriate.
- However, any refinements to the provision, access and location of the parking should not compromise the provision of high quality amenity space on site.
- Using the change in site levels (as mentioned above) could help to conceal or mitigate the impact of the parking provision, whilst serving to maximise public realm provision.
- The panel identified that cycle parking works best when smaller cycle stores are dispersed throughout the site and situated close to the housing that it serves.
- The panel suggests further exploration of the location of the cores (and entrances to cores) within the residential blocks.
- For example, the potential to locate all the entrances to cores on the northern faces of the blocks may help to maximise the southerly aspect of the accommodation within the blocks.
- The entrances to the blocks will also need to relate in a coherent way to the public realm, and to parking courts.

Inclusive and sustainable design

- The panel acknowledges that a priority for the applicant is to provide a significant level of affordable housing.
- However, it feels that where possible, future provision of community uses/local retail should not be precluded within the scheme parameters or within the design of the blocks adjacent to White Hart Lane.
- This would help to enhance the future 'liveability' of the development, especially given the high residential density proposed on site.

Next Steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.
- In addition, the panel would encourage further discussion between the applicants and Haringey Council to agree improvements to the existing footpath as part of this development.

APPENDIX 3 – Minutes from DM Forum Thursday 9th June 2016

Following a 1 and a half hour long presentation by the planning consultant and architect, a question and answer session was held. At the beginning of the Q&A the secretary of the Devonshire Hill RA delivered a short presentation raising a number of concerns including:

1. Excessive Density/ height for a suburban neighbourhood. Scheme would be better suited to an urban location “next to a train station”
2. Parking provision is insufficient
3. Impact on amenity of neighbouring houses is unacceptable
4. Impact on character of area – 2 storey neighbourhood would be highly urbanised
5. Insufficient amenities – shops, schools, NHS facilities etc for existing residents. 144 units of housing would exacerbate this further

Q1. A resident asked whether alternative options such as a supermarket had been considered

- A. The agent stated that a supermarket scheme had been considered however during the design process it was established that the sloping topography of the land made it “too difficult to create a level floor plate necessary for shopping trolleys” etc. Suggested that the creation of a large retail outlet would be contrary to planning policies which requires retail to be kept within town centres

Q2. A resident asked why the proposal was so high and dense. Asked if a 2 – 3 storey proposal had been considered. Asked if this was “just motivated by profit”

- A. The agent stated that financial considerations were of course important but expressed the need for housing in London. The agent advised that the Football Club has invested heavily in Tottenham and is interested in ensuring the scheme is a success

Q3. A resident expressed concerns about the quantum of residential units proposed and asked why community uses were not proposed. The resident advised that meeting should have been held at a community centre closer to the site however the Council has sold the community centre so they have “had to walk over a mile to gather for the meeting”. The resident advised that the proposal would place a greater stress on existing amenities which are already insufficient. A resident then asked about parking provision and the CPZ – stated that they had received a letter about parking changes

- A. The agent advised that community uses were proposed by the scheme and that he was unaware about the CPZ extension. Suggested that the letter received by a resident may relate to CPZ extension or a match day consultation

Q4. A resident stressed concerns about the number of accidents at the junction opposite the proposed entrance, the fact that “you have to wait 5 minutes to cross the road” and asked if anything was being done to consider this given this would be likely to increase if the development were built

- A. The agent advised that a transport assessment had been undertaken and that they would look further at the junction. He advised that the entrance had been changed

following objections and comments as part of the consultation process and that overall the permeability throughout the site would be improved (5 new pedestrian junctions on the eastern access. Advised that antisocial behaviour would be likely to reduce given the path would be used more and would benefit from natural surveillance

Q5. A resident stressed concerns about the lack of pre-application consultation. Stressed that “if this was Crouch End it wouldn’t have even got this far”. A number of residents expressed concern about the consultation and the fact it seemed to be taking place at a very late stage. A resident then asked if the scheme “had already been agreed with the Council” and stressed concerns about “Spurs relationship with the Council” and “deals being done to ensure Spurs stays in Haringey”.

A. The agent responded saying that the club has done a lot of work preparing the scheme and that it is not their job to consult residents. He advised that the application had followed the correct consultation process and he advised that some changes had been made in response to these objections. The agent dismissed claims that the scheme had already been agreed or that something “underhand had gone on”. He advised that they had organised the meeting and that the purpose of the meeting this evening is for discussions to taking place.

The Council representative Emma Williamson advised that following the revised plans, a further 14 day consultation period would be offered starting next Monday

Q6. A resident asked about the changes that had been made to the scheme and if they could be explained.

A. The agent advised that a summary of changes is included in the pamphlet. Advised that the 7th storey has now been removed and not just “a few inches as suggested”. Advised that the impact on the properties to the north had now been rectified and that the scheme would bring benefits to the community, more than the mere replacement of a bus shelter.

Q7. A resident expressed concerns about the impact on the properties to the north. Explained that the proposal would be too overbearing and asked what being done to protect their light and views.

A. The agent advised that a daylight/ sunlight study had been undertaken and the scheme is considered to be acceptable and would not contravene the BRE standards. The agent stated that ‘residents’ views’ are not protected by planning policy

Q8. A resident asked if the scheme would now be changed following the objections from everyone in the room. The resident asked if a scheme for “2-3 storeys” would be prepared. A show of hands was called for by the RA secretary for those in favour and those objecting. No hands were raised in favour of the proposal.

A. The agent stated “in short, No”. The scheme would not now be changed

The Council's representative stated that she was aware of all the concerns and that the scheme would be considered by the Council and further, she would need to take a view based on the schemes acceptability

Q9. A resident stated that the site would be much better used for community uses – a school, an NHS surgery, a “Lidl”. A number of residents questions “what are the benefits for the existing residents”. What are the community benefits? Will the CIL go directly towards to schools and Doctors surgery?

A. The agent advised that CIL legislation had been introduced by the government and that this ensured that contributions from the developer were spent locally. He advised that improvements to the local townscape & road network etc would be likely, contributions to transport infrastructure would be made by the Mayor etc. He advised that the developer would have to pay CIL and that this would be funnelled directly into the community.

The Councils representative from Regeneration Lisa Griffin advised that the scheme would also re-house some Love Lane residents and would provide affordable housing for the community. Advised that 3 locations were being considered for a larger centralised Health Centre but advised that this would take some time.

Q9. A resident asked what time of affordable housing would be provided

A. The agent advised that 20% affordable housing was offered and that the scheme had been revised to include more smaller apartments in line with regeneration requests and that intermediate/ shared ownership provision was preferred.

Q10. A resident asked how much profit the scheme would generate. Was it “40 million or 20 quid?” residents suggested figures of 10 million / 20 million

A. The agent advised that it was not 10 million and not 20 million. Advised that the scheme and viability had been assessed independently by Carter Jonas consultants and that the proposal was reasonable.

Q11. A resident asked who was benefitting from the scheme? The resident advised that the architect is just doing his job as a professional however the football club has a duty to its supporters and local residents. The residents asked the architect if he would be “more moral” when revising the scheme.

A. No response from agent or architect.

APPENDIX 4 – Plans & Images

Site Location Plan



Site Aerial Photograph



Proposed Building Plot Parameter Plan 1

For Sub Committee

OFFREPC
Officers Report



Proposed Building Use Plan



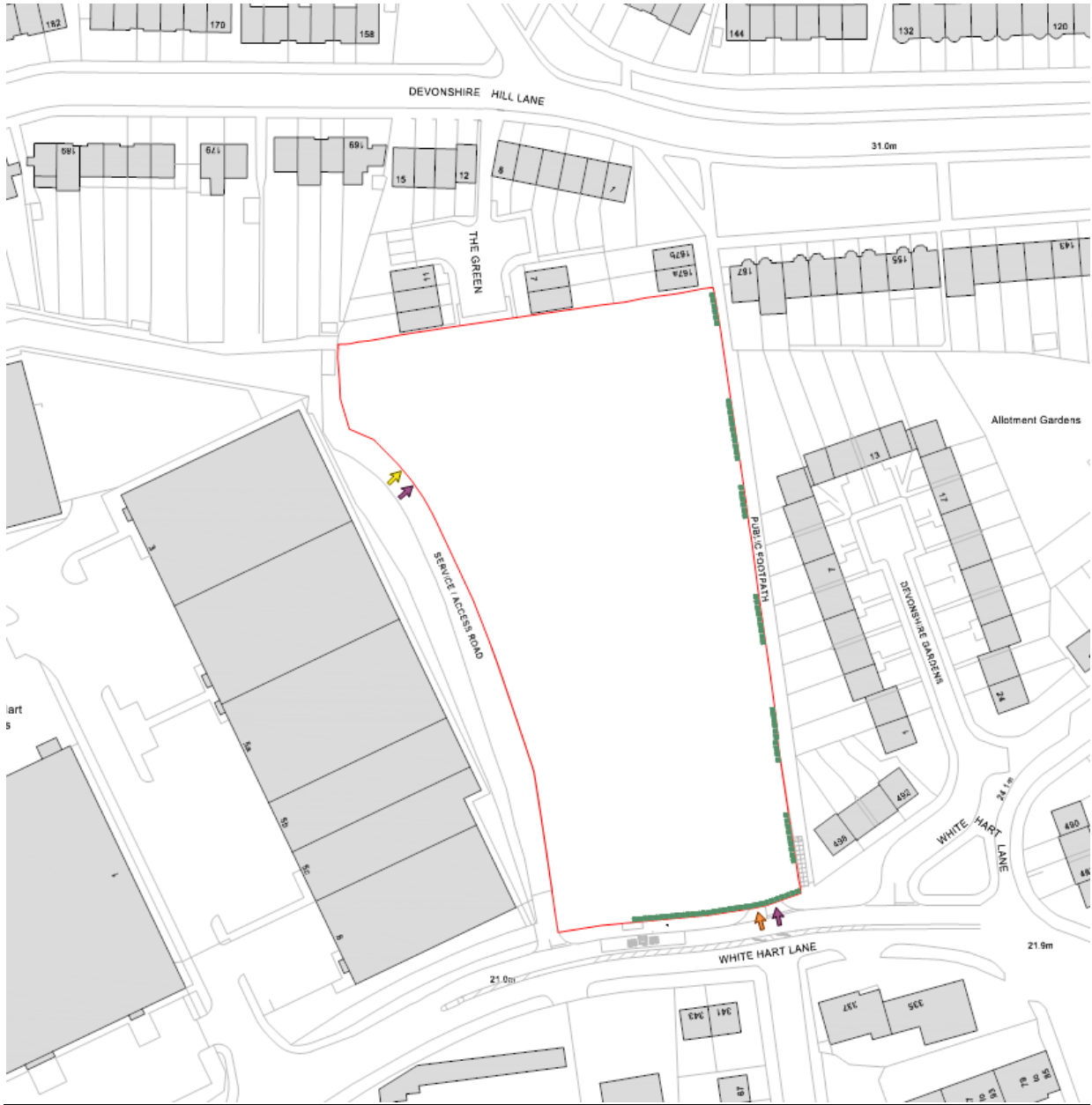
Proposed Building Heights Plan



Proposed Parameter Use Plan



Site Access:



The following images are for illustrative purposes only and do not form part of the planning application

Proposed Illustrative Aerial Views





Illustrative scheme employment unit South elevation



Illustrative Street Views (Potential Elevations)



Illustrative Block A South / White Hart Lane elevation 02
note red out line shows the extent of maximum parameter envelope



Illustrative Block B South elevation 03
note red out line shows the extent of maximum parameter envelope



Illustrative View Showing Site Levels / Topography

