

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2016/3310  
HGY/2016/3540

**Ward:** Northumberland Park

**Address:** Land to the rear of 790-796 High Road N17 0DH

**Proposal (HGY/2016/3310):** Erection of a four storey building (Sui Generis Use) to comprise new ticket sales offices, retail, administrative offices and other ancillary uses; demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road; associated hard and soft landscaping; and other ancillary works.

**Proposal (HGY/2016/3540):** Listed building consent for demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road.

**Applicant:** Tottenham Hotspur Football Club

**Ownership:** Private

**Case Officer Contact:** James Hughes

**Site Visit Date:** 14<sup>th</sup> October 2016

**Date received:** 30/09/2016 **Last amended date:** 02/12/2016

**Drawing number of plans:** 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801; 140922-NT-10-802; 140922-NT-10-803; 140922-NT-10-804; 140922-NT-10-805; 140922-NT-10-821; 140922-NT-10-822; 140922-NT-11-811; 140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803; 140922-NT-20-804; 140922-NT-20-805; 140922-NT-20-820; 140922-NT-20-821; 140922-NT-20-822; 140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001; POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801; 140922-NT-21-820; 140922-NT-31-601.

#### **Applicant's Documents:**

Application Cover Letter - Quod

Planning Statement- Quod

Design and Access Statement prepared by F3 Architects (including Movement Strategy)

Application Drawing Schedule - Quod  
Heritage Statement (to include Historic Building Survey) - F3 Architects  
AVR Methodology Statement - INK  
Sustainability Statement - XCO2  
Energy Statement (to include technical details of air conditioning) - XCO2  
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill  
Transport Statement - Tim Spencer & Co  
Noise Impact Assessment (to include technical details of air conditioning) - XCO2  
Archaeological Desk Based Assessment - LP Archaeology  
Design Stage Demolition, Excavation and Construction Site Waste Management Plan  
Daylight, Sunlight & Overshadowing Assessment -XCO2  
Contaminated Land Assessment - Desk Study Report Southern Testing  
Construction Management Plan Base Contracts

## **Planning Sub-Committee**

This application for planning permission is being referred to Planning Sub-Committee for a decision because it is major development and is required to be reported to the Sub-Committee under the Council's constitution. The application for Listed Building Consent accompanies the application for planning permission.

### **1 SUMMARY OF KEY REASONS FOR RECOMMENDATIONS**

- 1.1 In respect of the application for planning permission, the proposed development is in accordance with the site allocation (NT7: Tottenham Hotspur Stadium) pursuant to the emerging Tottenham Area Action Plan (AAP). The loss of the car parking on the land is acceptable given the re-location of the car parking spaces within the wider site and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundaries, the mix of main town centre uses proposed is acceptable. The development is therefore acceptable in principle.
- 1.2 The layout of the proposed building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition.
- 1.3 Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the pedestrian flows and queuing arising from the development are considered safe. The scheme offers an acceptable level of access for disabled users subject to the

imposition of a condition addressing disabled provision for the ticket window. The design of the development is therefore considered acceptable.

- 1.4 The emerging site allocation within the Area Action Plan envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable, and the other benefits of the scheme outweigh this planning harm.
- 1.5 The development would not give rise to issues of privacy / overlooking or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions on any grant of planning consent, the noise impacts of the scheme are considered acceptable. The overall impacts of the development in relation to adjoining occupiers are considered acceptable.
- 1.6 There is harm identified arising from the development's impacts on the North Tottenham Conservation Area and the less than substantial harm to the setting of the listed buildings is judged to be outweighed by the heritage benefits and other positive elements of the scheme, including the improvements to the public realm and the wider regeneration of Tottenham.
- 1.7 The impact of the scheme in sustainability terms is acceptable subject to the imposition of various planning conditions on any grant of planning consent. The issues of transportation and parking, drainage, land contamination, archaeology, and waste and recycling are similarly able to be mitigated by the imposition of planning conditions.
- 1.8 In respect of the listed building consent – reference HGY/2016/3540, the applicant has adequately identified and considered the significance of the relevant assets that would be impacted by the proposal. Officers are in agreement with the applicant's assessment that the removal of the subject extensions, walls, and fencing would improve the setting of the listed buildings and are therefore acceptable.

## **2 RECOMMENDATIONS**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informative.

- 2.2 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management is authorised to issue the listed building consent and impose conditions and informatives.

### **Planning Application (HGY/2016/3310)**

**Conditions -** (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) Three Year Expiry (HGY Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Materials Samples (LBH Development Management)
- 4) Accessibility Management Plan (LBH Development Management)
- 5) Car Parking Management Plan (LBH Transportation)
- 6) Construction Management + Logistics Plans (LBH Transportation)
- 7) Boundary Treatments (LBH Development Management)
- 8) Hard and Soft Landscaping (LBH Development Management)
- 9) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 10) Paxton Building Management Plan (LBH Development Management)
- 11) CCTV Strategy (LBH Development Management)
- 12) Lighting Strategy (LBH Development Management)
- 13) Confirmation of Site Levels (LBH Development Management)
- 14) Secured by Design Commercial Award Scheme (Metropolitan Police)
- 15) Impact Piling Method Statement (Thames Water)
- 16) Land Contamination – Part 1 (LBH Environmental Services and Community Safety)
- 17) Land Contamination – Part 2 (LBH Environmental Services and Community Safety)
- 18) Development in accordance with Energy Strategy (LBH Head of Carbon Management)
- 19) Detail of Photovoltaic (PV) Panels (LBH Development Management)
- 20) Details of Air Source Heat Pumps (LBH Development Management)
- 21) Future Connection to District Heating Network (LBH Development Management)
- 22) Compliance with efficiency standards and carbon reduction targets (LBH Head of Carbon Management)
- 23) BREEAM Post Construction Certificate (LBH Head of Carbon Management)
- 24) BREEAM Non-Compliance Remediation (LBH Carbon Management)
- 25) Results of dynamic thermal modeling (LBH Head of Carbon Management)
- 26) Retention of Current Architect (LBH Development Management)
- 27) Details of Sustainable Drainage (LBH Senior Drainage Engineer)
- 28) Details of AQDMP – (LBH Environmental Services and Community Safety)

- 29) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)
- 30) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)
- 31) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)
- 32) Waste Management Scheme (LBH Development Management)
- 33) Cycle Parking Details (LBH Development Management)
- 34) Servicing and Delivery Plan (SDP) (LBH Development Management)
- 35) Structural Blast Engineer (SBE) Report – Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 36) Hostile Vehicle Mitigation (HVM) - Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 37) Building Information Modeling BIM - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

**Informatives – Summary** (The full text of recommended informatives is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets).

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Asbestos Survey (LBH Environmental Services and Community Safety)
- 5) Requirement for Groundwater Risk Management Permit (Thames Water)
- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)
- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)
- 8) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 9) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 10) New Development Naming (LBH Transportation)
- 11) Designing Out Crime – Certified Products (Metropolitan Police)
- 12) Permit - Moselle Brook (Environment Agency)
- 13) Structural Blast Engineer (SBE) Report – List of Companies – Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 14) Design to Hostile Vehicle Approach Speeds - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

## **Listed Building Consent (HGY/2016/3540)**

**Conditions LBC** - (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) LBC Five Year Expiry (LBH Development Management)
  - 2) LBC Development in Accordance with Approved Drawings and Documents (LBH Development Management)
  - 3) LCB Details of Opening Up Works and Brick Cleaning (LBH Principal Conservation Officer)
  - 4) LBC Hidden Historic Features (LBH Principal Conservation Officer)
  - 5) LBC Works to Match Existing (LBH Principal Conservation Officer)
- 2.3 In the event that members choose to make a decision contrary to officers' recommendations, members will need to state their reasons.

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### **APPENDICES:**

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## PROPOSED DEVELOPMENT AND LOCATION DETAILS

### 2.4 Proposed development

- 2.4.1 The applicant seeks full planning permission for the erecting of a new hub building (the 'Paxton Building') and two areas of public realm ('Paxton Square' and the 'Paxton Podium'). The scheme will also create an enclosed ticket queuing area alongside the northern ticket windows to the Paxton Building. The scheme will result in the loss of 30 existing car parking spaces. The applicant seeks Listed Building Consent (LBC) for the demolition of extensions to two statutorily listed buildings (792 and 974 High Road) and the removal of various walls and yards. Each element of the proposal is described below.

#### *Planning Permission - HGY/2016/3310*

- 2.4.2 The proposal will create two new areas of public realm surrounding the building. The Paxton Square public realm area is proposed to be approximately 1100m<sup>2</sup> (excluding the ticket queuing area and the area of the existing ramp structure) and will contain two disabled car parking spaces. The soft landscaping and street furniture for this space is primarily intended to be installed to along the western side of the site (to the rear of the row of listed buildings in the approximate footprint of their historic gardens) with hardscaping in the area fronting the Paxton Building. This area of public realm will connect to future development northward and is accessed from the southwest corner of the site next to Dial House (790 High Road).
- 2.4.3 The Paxton building is proposed to be four storeys in height and would lie between Lilywhite House (which contains a large format supermarket, University Technical College of Tottenham and the administration offices of the Tottenham Hotspur Football Club [TFHC]) and a row of statutorily listed Georgian buildings. The breakdown of the use of space by floor within the building is below:

#### *Ground Floor*

- 16 ticket windows (with associated 'back-of-house' spaces)
- Security/concierge counter
- Left luggage area with X-ray machine
- In and Out post room

#### *First Floor (Podium Level)*

- Flexible Retail Space

#### *Second and Third Floors*

- Administrative offices for THFC ticketing team



- 2.4.4 The Paxton building will adjoin and connect to Lilywhite House at first floor level. The building is roughly triangular and is proposed to have dual lift provision and three stair cores. The ground floor of the building will comprise a windowed security/concierge office to the western elevation and 16 ticket windows to the west and north elevations, wrapping around the building. Internal to the ground floor is a post room and 'left luggage' area. The Gross Internal Area (GIA) of the ground floor is approximately 190m<sup>2</sup>. There is an additional 50m<sup>2</sup> of space at ground floor level opposite the ticket queuing area which contains a lobby, lift and stair core.
- 2.4.5 The external queuing area itself (which will be enclosed and accessed via an undercroft leading from the western elevation of the building) is approximately 180m<sup>2</sup> (this figure includes the circulation space within the undercroft.) This area will link to the Sainsbury's car park and consented stadium toilet block that falls outside the red line area. This area also contains a cycle store and refuse store serving the Paxton building in this area.
- 2.4.6 The first floor comprises a retail shop. The GIA of the first floor is approximately 356m<sup>2</sup>. The retail trading space on the first floor shop (including a storage area) is approximately 230m<sup>2</sup>. There is an internal link between Lilywhite House and the proposed Paxton building at first floor level. Access to the retail shop is via the east elevation, which leads to second area of public realm (the Paxton Podium) that is approximately 275m<sup>2</sup>. The soft landscaping of this space is proposed to be along the north and south edges of the public realm with street furniture installed in various locations. The Paxton Podium area links to the existing ramp (leading down toward the High Road) at the eastern edge of the site and the wider podium level of larger stadium development.
- 2.4.7 The second floor of the Paxton building has a GIA of approximately 360m<sup>2</sup> and comprises open plan office and meeting space. The stepped back third floor has a GIA of approximately 200m<sup>2</sup> and also comprises open plan office and meeting space. The net provision of office space over two levels is approximately 415m<sup>2</sup>. There are photovoltaic panels proposed to be located on the remaining external roof area at third floor level.

*Listed Building Consent Application - HGY/2016/3540*

- 2.4.8 The applicant seeks LBC to demolish two extensions to 792 and 974 High Road, which are both Grade II statutory listed structures. The application proposes the removal of these extensions and the installation of a replication of the original Georgian rear elevations according to historic evidence.
- 2.4.9 The square-shaped two storey extension to 972 High Road comprises a built footprint of approximately 115m<sup>2</sup> and dates from the mid 20<sup>th</sup> century. The demolition will include the removal of an external metal staircase to the rear elevation of the extension. A square-shaped two storey extension to No 794

High Road abuts the extension to No 972 High Road and comprises a built footprint of 5m<sup>2</sup>. At No 794 High Road, the removal of the extension will allow for a reinstatement of a first floor window and a ground floor window to match the adjacent first floor vertical sash window. The down piping will also be re-instated in cast metal. The proposals include 'making good' the historic fabric of the rear elevations of both buildings with brickwork and windows to match the original.

2.4.10 A 20<sup>th</sup> century wall separating the rear yards of 794 and 792 High Road is also proposed to be removed. A small element of an 18<sup>th</sup> century garden wall (currently sat below a concrete facing) separating the rear of 794 and 796 High Road (Percy House) is also proposed to be removed but the remaining elements of the wall that are in better condition are proposed to be retained. The hardstanding used for car parking to the rear yards of 790 and 794 High Road will be removed. The 20th century walls and modern rear fencing to 796 High Road (Percy House) that fall within the red line area are also proposed to be removed.

## 2.5 Site and Surroundings

2.5.1 The site the subject of the applications is irregular in shape and 0.21 ha in area. The site primarily contains hard standing used for car parking (30 spaces). The redline area also includes two rear extensions to 792 and 794 High Road, and the former garden areas to a row of listed Georgian building that front the Tottenham High Road. The principal buildings to which the extensions are attached fall outside the redline area, however the extension themselves are still Grade II statutorily listed. Various walls (of differing historical significance) and fencing separate the former garden areas of the buildings.

2.5.2 The parcel is sited between the Tottenham High Road to the west and Lilywhite House to the east. The site lies within an Area of Archaeological Importance and is partly located within the North Tottenham Conservation Area. (A plan of the site is contained in Appendix 2 for reference.)

2.5.3 The surrounding area is of a mixed use character. The area to the south comprises the wider THFC stadium site. The site and the area surrounding it is identified within the emerging Tottenham Area Action Plan pre-submission version as site allocation NT7 (Tottenham Hotspur Stadium). This allocation covers the new stadium site and the land to the north, including the Northern Terrace and Lilywhite House. The site is located within a Growth Area and the Northumberland Park Area of Change. The site also lies within Local Employment Area LEA2. There is a Local Shopping Centre (Tottenham High Road N17) to the north east of the application site (although as discussed below the boundary of this centre is likely to be amended). The stretch of High Road to the west of the site performs many of the functions of a town centre and accommodates a wide variety of main town centre uses and as well as smaller scale A Class uses.

2.5.4 In addition to 792 and 794 High Road, the following statutorily listed buildings are in the vicinity of site: 790 High Road (Grade II\*), 796 High Road (Grade II\*) and 798 High (Grade II). 796 High Road (Percy House) benefits from planning permission and LBC (ref: HGY/2015/1488 & HGY/2015/1490) for redevelopment and use as an office. The site lies within the Tottenham North Controlled Parking Zone (CPZ). The site also attracts a Public Transport Accessibility Level (PTAL) rating of 4, which indicates good access to sustainable transport.

□

## 2.6 Relevant Planning and Enforcement history

The site itself has no planning history that is relevant to the determination of the applications for planning permission and LBC. As noted above, the redevelopment of the wider stadium site is progressing as per application HGY/2015/3000 which was granted by the Council in April 2016.

## 3 CONSULTATION RESPONSE

3.1 The following were consulted regarding the applications for planning permission and Listed Building Consent:

- Tottenham CAAC
- Tottenham Civic Society
- Tottenham Traders Partnership
- The Lindales and Bennetts Close Residents Association
- Northumberland Park Residents Association
- Love Lane Residents Association
- Headcorn and Tenterden Resident Association
- High Road West Business Steering Group
  
- London Fire Brigade - Fire Safety Regulation North West Area
- Metropolitan Police - Designing Out Crime Officer
- Transport For London
- Georgian Group
- Environment Agency
- Tottenham University Technical College
- Thames Water
- Historic England
- Historic England - Greater London Archaeology Advisory Service
- Metropolitan Police - Chief Inspector Neighbourhoods, Haringey OCU
  
- LBH Regeneration
- LBH Head Of Carbon Management
- LBH HMOs
- LBH Flood and Surface Water Management

- LBH Economic Regeneration
- LBH Cleansing – East
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Conservation Officer
- LBH Building Control
- LBH Emergency Planning and Business Continuity
- LBH Residential Care
- LBH Transportation Group
- LBH EHS – Noise

The full text of responses from consultee (and the officer response) is contained in Appendix 1. A summary of the responses is below:

Internal:

1) LBH Principal Conservation Officer

*Overall it considered that the new studio buildings as well as the new Paxton building would enhance the setting of the listed buildings as well as the conservation area.*

*The demolition of the existing 20th century extensions would be considered to cause some harm to the setting of the listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight and it is felt that given these extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings as well as the conservation area. Proposal acceptable subject to standard conditions for planning permission and listed building consent.*

2) LBH Transportation

*LBH Transportation has considered that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, LBH Transportation would not object to this application subject to the imposition of planning conditions.*

3) LBH Principal Design Officer

*I have no objection to the above proposals, in fact in my view this is an interesting design that will probably be a positive addition to its location. The Conservation Officer has made comprehensive comments that I am in agreement with.*

4) LBH Environmental Services and Community Safety

*No objection to the scheme. The Energy Statement submitted by XCO2 Energy, dated July 2016 concludes that the energy sources will be delivered via on-site centralised, electric Air-Source Heat Pumps (ASHP) and photovoltaic panels. The report determines that:-*

- o CHP is not feasible for the site,*
- o Connection to the District Heating Network (DHN) is not financially viable and;*
- o There is no additional capacity to connect to the Stadium energy plantroom.*

*The air quality impact from the energy source is therefore significantly reduced. In terms of air quality, the proposed development, as offices, security hub and some retail does not introduce new exposure adjacent a major arterial route into London. Conditions and Informatives Recommended.*

5) LBH Head of Organisational Resilience

*Consultation letter acknowledged. No comment to make on application.*

6) LBH Economic Development

*Consultation letter acknowledged. No comment to make on application.*

7) LBH Head of Carbon Management

*At this stage the scheme delivers a 36.2% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. This has not been achieved in line with the energy hierarchy, and therefore is not policy compliant. Conditions to address non-compliance recommended to be imposed. Assessment of BREEAM undertaken. Further details of overheating strategy required.*

8) LBH Senior Drainage Engineer

*Current submission related to scheme is not sufficient to address drainage issues, however concerns can be addressed by way of the imposition of a planning condition. Such a condition is contained in Section 8 of this report.*

9) LBH Neighbourhood Action Team – Waste Management

*No objection. Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.*

*The proposed retrospective planning application outlined above will require storage for both refuse and recycling waste either internally or externally, arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.*

External:

10) Environment Agency

*No objection to the development despite the close proximity to culverted main river, nor any conditions to add. Request informative be placed on planning permission granted.*

11) Historic England - Greater London Archaeological Advisory Service (GLAAS)

*Having considered the proposals with reference to information held in the Greater London Environment Record and/or made available in connection with this application, [GLAAS] concludes that the proposal is unlikely to have significant effect on heritage assets of archaeological interest.*

12) Thames Water

*With regard to sewerage infrastructure capacity, no objection. With regard to water infrastructure capacity, no objection. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Various conditions and informatives recommended for imposition.*

13) Transport for London

*No objection to level of car or cycle parking provision. Conditions around a construction management plan, vehicle routing and servicing recommended.*

14) London Fire and Emergency Planning Authority

*The Brigade as been consulted with regard to the above mentioned premises and makes the following observations. The Brigade is satisfied with the proposals for fire fighting appliance access, subject to ADB Vol 2BS.*

15) Metropolitan Police – Secure by Design

*The Metropolitan Police have provided a design critique of the public realm and the building in relation to crime and security. A summary of the assessment is below.*

- *Boundary to rear of 796 High Road - Paxton Square - Wall heights inadequate. Possible climbing hazard arising from bike racks.*
- *Queuing zone, boundary with car park - Very inactive area with no clear sightline or natural surveillance. Recessed area at far end of undercroft creates a hiding spot, which would be open to abuse from ASB and promote criminal activity. Poor cycle storage location.*
- *Void space created by Paxton Podium - could give rise to objects thrown down into void. Planters could be used to hide weapons. Undercroft area does not generally incorporate secure by design principles.*
- *Podium ramp and building overhang – design may allow climb access to roof of Paxton Building. Vehicle Parking in Paxton Square should be removed for security reasons.*

*Comments of the Metropolitan Police Counter Terrorism Security Advisor (CTSA) are confidential for security reasons. Conditions and Informatives recommended and these have been included on the draft decision notice.*

## 4 LOCAL REPRESENTATIONS

4.1 The following were consulted:

- 341 Neighbouring properties
- 4 Residents Association
- 4 site notices advertising both an application for planning permission and listed building consent were erected in the vicinity of the site on 14<sup>th</sup> October 2016

4.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

- No of individual responses: 1
- Objecting: 0
- Supporting: 0
- Others: 1

One response was received from the public in response to consultation. This response did not support or object to the scheme but requested the publication of documentation associated with the application. (Officer comment: the full application documents have been available online following registration of the applications.)

4.3 The following local groups/societies made representations:

- Tottenham Conservation Area Advisory Committee (CAAC) – Objection to the scheme. The full text of the objection is contained in Appendix 1. An officer summary of the objection is below:

*The CAAC objects to the demolition of the listed extensions and the development of a new building adjoining heritage assets. CAAC notes the applicant has already undertaken demolition of various locally listed buildings as per a previous scheme consented by the Council. The CAAC notes that previous development by the applicant has resulted in harm to the North Tottenham Conservation Area and considers the applicant is responsible for the area 'at risk' status. The objector is of the view the development proposal should have been included in a previous planning application. The objector also notes a view the developer's future intention is to demolish the full row of listed buildings fronting the Tottenham High Road. The CAAC also considers that Lilywhite House looms over the Conservation Area and detracts from its character.*

4.4 The following Councillor made representations:

- Councillor Bevan - *"I would request that the input from the Council's Conservation Officers and their comments be fully accepted and implemented by the applicant."* (Officer Comment – the application has been circulated to the Principal Conservation Officer who has raised no objection to the scheme subject to the imposition of conditions. These conditions are recommended for imposition on any grant of planning permission as per Section 8 of this report.)

4.5 The issues raised in representations that are material to the determination of the applications are summarised as follows:

- The scheme will be harmful to the North Tottenham Conservation Area. (Officer Comments: The impact of the scheme on the Conservation Area is assessed in the Planning Permission section below.)
- The demolition of the listed building is unnecessary. (Office Comment: the assessment of the justification for the demolition of the listed extensions is assessed in the LBC section below.)

4.6 The following issues raised are not material planning considerations:

- The applicant has previously demolished a locally listed building. (Officer Comment: previous demolition undertaken by the applicant is not material to the planning and LBC proposals before Planning Sub-Committee.)
- The previously consented stadium development is harmful to the North Tottenham Conservation Area. (Officer Comment: the impacts of previously consented development to the Conservation Area are not material to



planning decision on the current proposal. The previously consented development now forms part of the setting of the Conservation Area.)

- The scheme should have been included in a previous proposal. (Officer Comment: the scheme is judged to be in accordance with the site allocation, however notwithstanding this conformity, the applicant is not required to bring forward any particular scheme because a previous scheme was consented by the Council in the vicinity of the application site. The key issue for members is if the current scheme is in accordance with the development plan, having regard for other material considerations.)
- The developer intends to demolish the row of listed buildings fronting the Tottenham High Road. (The possible future intention of the developer is not material to the proposals before Planning Sub-Committee. Each applicant must be judged on its particular merits.)
- The height and siting of Lilywhite House harms the North Tottenham Conservation Area. (Officer comment: this scheme has already been assessed as per a previous application for planning permission to the Council. Only the impacts of the current scheme are under consideration by Planning Sub-Committee.)

#### *Pre-application advice*

- 4.7 The applicant has previously sought pre-application advice from the Council in respect of the scheme. Discussion occurred in November 2015 and July 2016. The participants included LBH's Assistant Director of Planning, the Interim Head of Development Control and Principal Conservation Officer. Historic England also participated in pre-application discussions. The proposed scheme has been presented to the Stadium Community Liaison Group. The applicant has also presented a response to consultee comments on 29<sup>th</sup> November 2016. These responses are incorporated into this report where relevant.

#### *Quality Review Panel*

- 4.8 Given the small scale of the proposal and its spatial location the proposal was not presented to the Quality Review Panel (QRP).

## **5 MATERIAL PLANNING CONSIDERATIONS**

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

#### Planning Application

1. Principle of the development
2. Development Design
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the North Tottenham Conservation Area

5. Parking and highway safety
6. Flood Risk and Drainage
7. Energy and Sustainably
8. Waste and Recycling
9. Land Contamination
10. Archaeology

#### Listed Building Consent

11. Identification and assessment of the significance of relevant heritage assets
12. The impact of the proposed development on the Listed Buildings

## 6 **Planning Application (HGY/2016/3310)**

### 6.1 **Principle of the development**

#### *Loss of existing car parking spaces*

6.1.1 Local Plan Policy SP7 and emerging Policy DM31 seek to minimise car parking and mitigate trip generation. The proposed Paxton building would largely be sited on the south-westerly part of an existing supermarket car park, and would result in the loss of 30 existing car parking spaces. These spaces are, according to the applicant, additional to the current requirements for customer parking for Sainsbury's. Officers understand the subject car parking spaces have been leased from the retailer to THFC to provide temporary staff car parking and that these staff spaces are to be re-provided elsewhere on the wider stadium site as the stadium redevelopment progresses.

6.1.2 The loss of the car parking spaces is considered to be in line with planning policy seeking to minimise car parking provision. The site has good access to public transportation (including White Hart Lane station) and the loss of the car parking spaces is acceptable on the basis they are re-provided on the wider site for THFC staff. The level of parking provision for the new development (including the provision of 2 disabled parking spaces and any spaces previously approved under separate planning consents) is assessed in the Transportation section below.

#### *Principle of Provision of Retail Shop/Ticket Office/Office Space*

6.1.3 The National Planning Policy Framework (NPPF) (Paragraph 24) indicates that Local Planning Authorities should require applications for main town centre uses to be located in town centres, then in edge of centre locations. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

6.1.4 The emerging site allocation (NT7: Tottenham Hotspur Stadium) as set out in the Tottenham Area Action Plan (AAP) pre-submission version 2016 states that

leisure/commercial uses within the site should be complementary and not compete with the uses proposed on the expanded Local Centre on the western side of the High Road.

- 6.1.5 As the plan making process for the Tottenham Area Action Plan has progressed, the Council and THFC agreed (by way of a Statement of Common Ground) the “inclusion of the THFC stadium scheme within the North Tottenham High Road Local Centre and the redrawing of the boundary [of the local centre] accordingly.” This agreement was in consideration of the main town centre uses within the wider stadium site (including the large format Sainsbury’s and the office space within Lilywhite House) that have already been granted planning permission. The Statement of Common Ground also agreed that “the Local Centre will need to be defined as town centre uses are consented and delivered.”
- 6.1.6 The Tottenham AAP has undergone an Examination in Public (EiP) and the presiding Planning Inspector’s Schedule of Main Modifications to the AAP has now been published for statutory consultation. Is it not considered that the relevant elements of the AAP that would speak to the provision of main town centres uses within the application site will be subject to changes prior to the adoption of the AAP.
- 6.1.7 While the retail, ticketing and office functions of the proposal are generally judged to be main town centre uses, they are highly specific to and integrated with the wider stadium site and of a comparatively limited scale. The retail shop, based on the nature of the offer - officers understand the products sold are to be associated with THFC - is considered to be complementary in nature. The proposed mix of uses will also allow for a consideration of the future boundary of the existing Local Centre going forward. Based on the emerging policy position that is likely to give rise to an “in centre” location for the application site, no sequential assessment of the proposal is undertaken.
- 6.1.8 It is noted by officers that the retail shop and ticket office uses are likely to draw footfall to the wider area on match and non-match days, meeting with the emerging objectives of the Tottenham AAP to regenerate Tottenham. This weighs in favour of the proposal.

#### *Compliance with Site Allocation*

- 6.1.9 As noted above the wider application site is allocated in the emerging Tottenham AAP pre-submission version 2016 (NT7: Tottenham Hotspur Stadium). The allocation promotes the redevelopment of the existing football stadium in order to increase match day capacity along with the introduction of residential, commercial, education, community, leisure and hotel uses, and improved public realm across the site. Much of the development called for in the allocation has been granted planning permission and is currently underway.

- 6.1.10 The proposed development is effectively ancillary to the wider stadium use within the NT7 site, which has been consented as per application reference HGY/2016/3000. The proposed development is judged to be in accordance with the site allocation in that it accords with the relevant site requirements and development guidelines.
- 6.1.11 The application is accompanied by a Northern Terraces indicative Master Plan (as per the Design and Access Statement) which shows the relationship between the proposed scheme and the wider area, as required as by emerging site allocation. The design of the public realm improves the connectivity and permeability of the site, as is discussed in the design section below. The design of the public realm and proposed building is considered to respond to the heritage context and the areas of public realm are open to the public. The proposal therefore meets the site requirements and development guidelines relevant to the scheme.

*Principle of the Development – Summary*

- 6.1.12 The loss of the car parking on the site is acceptable given the re-location of the car parking spaces and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundary, the mix of main town centre uses proposed is acceptable. The proposed development is in accordance with the emerging site allocation. The proposed development is therefore considered acceptable in principle.
- 6.1.13 The principle of the demolition of the listed structures (including the rear extensions and boundary walls) is considered in the LBC application section below.

**6.2 Development Design**

- 6.2.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.2.2 The key design issues for consideration with respect to the design of the development include issues of layout, access, scale, appearance, landscaping

(including street furniture and lighting), inclusive access and pedestrian flow safety. Each issue is considered below.

### *Layout*

- 6.2.3 The vision for the Northern Terrace is to create a new piece of urban realm that increases the permeability and footfall to the area behind the row of existing Georgian buildings fronting the High Road. The siting of the Paxton Building to the rear of the terrace to anchor the new public realm would meet with these planning objectives. While there is some concern that the building may be illegible given its recessed location away from the Tottenham High Road, this is mitigated by a strong design which acts as a landmark and a focal point. The improved public realm will draw footfall toward the space created. The separation distance between the existing row of buildings fronting the High Road and the proposed Paxton Building is judged to be suitable given the circumstances, and the layout and positioning of the building will frame Paxton Square and give it a sense of enclosure. The Paxton Podium, while more modest in size compared to Paxton Square, will allow for connectivity to the consented stadium podium and will be defined by the void spaces created on either side of the public realm.
- 6.2.4 The enclosed ticket queuing area is considered a reasonable design response to the pedestrian flow requirements of the site. The building layout will also allow access from both areas of public realm created, with the access to the retail shop facing toward the stadium, and the ticket windows below oriented toward the High Road. The proposed west elevation of the Paxton building will add to the linear form of the future development northwards. The layout of the site is considered to be acceptable.

### *Access*

- 6.2.5 The accesses to the site are primarily pedestrian oriented. There is an access proposed from the Tottenham High Road in the southwest corner of the site next to Dial House (No 790). There is also proposed to be an access to the future development northward toward the Northern Terrace studio development, creating a linear street behind the listed Georgian terraces. There is also an existing ramped access leading down from Lilywhite House and the future stadium podium southwards. The ramp affords a pedestrian route to the Paxton Podium and the retail shop. There is also an egress from the corner of Lilywhite House down to Paxton Square at the northern edge of the redline area.
- 6.2.6 While the applicant notes an access connection to the existing Sainsbury's store on the ground floor of Lilywhite House, it does not appear this has been fully resolved based on plans. The Metropolitan Police Secure by Design Team has reviewed the scheme. While the Metropolitan Police raise concerns around several specific elements of the design of this access, it is considered these

issues may be addressed by the imposition of a planning condition. This condition will require the applicant's design to undergo an audit by way of a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police. Subject to the imposition of this condition, the access to the car park is considered to be acceptable

- 6.2.7 Overall accesses to and from the site are numerous and will offer a very much improve connectivity and permeability to what is currently an illegible area to the rear of the Georgian buildings, in line with the emerging site allocation. Subject to the imposition of a condition, the proposed accesses to the site are considered to be acceptable.

#### *Scale, Bulk and Massing*

- 6.2.8 The scheme will see the introduction of a building rising to a height of 17.3 m (29.6 metres AOD). This height is to the top of the recessed 4<sup>th</sup> storey. The three storey element of the scheme will rise to a height of 14.9 metres (27.2 metres AOD). The building footprint is proposed to be approximately 400 m<sup>2</sup> (including the external area of the ticket queuing space below the retail shop).

- 6.2.9 The bulk of the building is mitigated using a staggered pitched roof profile to create a series of triangular forms that accord with surrounding roof profiles of the buildings within the listed terrace. The recessed top storey also lessens the impact of the building when viewed from the High Road. The building will make a transition across the wider site leading from Lilywhite House (which rises to a height of 25m) toward the listed terrace of buildings (which rise to an approximate height of between 12 and 13 metres). The proposed height of the Paxton building, when assessed in relation to the consented stadium (which will rise to a height of 44.1 metres) is considered to be appropriate to the context of the site. The height of the building will screen Lilywhite House from Paxton Square and would not be overly visible from the Tottenham High Road. The height of the Paxton Building is acceptable. The footprint of the building is also considered to be appropriate to the site area.

#### *Appearance and Materials*

- 6.2.10 The visual appearance of the Paxton building primarily derives from three contrasting elements. The western and southern elevations facing the High Road are proposed to be primarily constructed of cast iron screening with a varied glass curtain wall inset above the ticket office windows. The appearance of the building makes a transition in materials northward to grey buff stock brickwork that seeks to accord with the listed terrace. The building at this point also transitions to recessed windows facing the terrace. There is a corner treatment at ground floor level south of the security windows of blue grey facing brickwork that wraps around the building eastward. The ticket windows themselves are proposed to be blue back-painted glass. The facade facing the

Paxton Podium contains a large glazed element about the retail entrance. The building is finished in a grey metal seam roof with a saw-tooth type design. The signage that may be placed at fascia level above ticket windows or retail shop does not form part of the current application, although the physical form of a signage canopy is proposed.

- 6.2.11 The materials address both the historic terrace and the future development consented in the vicinity of the site. The applicant notes the western elevation of the Paxton Building is split into two angled bays. The first bay is proposed to be brick addressing the materiality of 792 and 794 High Road. The counter angled bay, orientated towards the High Road, draws a cue from the cast iron cladding employed for the Tottenham Experience building. This variation in design is considered to be a positive feature of the scheme.
- 6.2.12 The width of the predominantly Georgian window bays from the existing terrace is reflected in the western elevation. The varied fenestration is designed to provide a contrast to the solidity of the cast iron and provides views into the building interiors. The base of the cast iron cladding terminates at first floor slab level into a cantilevered signage canopy, offering shelter and wayfinding to the ticket counters below, and providing a light and open plinth to the ground plane.
- 6.2.13 The appearance of the building is considered to be of a high quality that will relate well to the existing and proposed development in the area. The elevational treatment and fenestration is varied and composed of high quality materials. Should planning sub-committee grant planning permission, the consent is recommended to impose a planning condition securing material samples and full product specifications. Such a condition is contained in Section 8 for consideration. The applicant will be required to demonstrate to officers by way of a future application that any signage to be affixed to the building will not have undue amenity impacts to the surrounding area. The appearance of the building is acceptable.

#### *Landscaping, Street Furniture and Public Realm*

- 6.2.14 The applicant's Design and Access Statement (DAS) sets out the approach to landscaping of the elements of public realm created, including Paxton Square and Paxton Podium. The DAS notes that to enhance wayfinding and draw pedestrians into the Paxton Square, contrasting paving bands are proposed. The bands also connect to "focal clusters" at the rear elevations to 790 – 794 High Road. The applicant seeks to create "Outdoor rooms" that provide intimate seating areas and improve access routes, surrounded by seasonal planting, formal hedges and anchored with mature trees. A contrast of York Stone Buff Granite and Basalt materials are noted in the DAS as the primary surfacing materials for both areas of public realm.

- 6.2.15 The street furniture proposed for Paxton Square and the Paxton Podium consists of linear concrete benches clad with THFC ceramic tiles. A smaller cluster of metal stools fronting the retail shop are proposed to be located within the Paxton Podium. The proposed rubbish bins, cycle parking and bollards will accord with street furniture throughout the wider stadium site, much of it branded with THFC's logo
- 6.2.16 In terms of soft landscaping the applicant proposes 3 mature oak trees in Paxton Square and a cluster of European Silver Birch trees together with "landscaping zones" incorporating a variety of plantings. The same approach is also incorporated for the Paxton Podium, with European Silver Birch trees within landscaped zones.
- 6.2.17 With respect to the lighting of the public realm, pole lights and recessed up-lights to trees are proposed within the both Paxton Square and the Paxton Podium. Recessed ground lights (set within the pavement) are also designed to draw pedestrian footfall to the public realms created.
- 6.2.18 The paving, hard and soft landscaping, street furniture and lighting are all considered to be acceptable. Any planning permission is recommended to impose a condition to secure details of the above elements (including specific detailed planting and paving layouts and street furniture samples, together with exact product specifications) to ensure quality and consistency. Such a condition is contained in Section 8 of this report.

#### *Safety – Pedestrian Flows and Security*

- 6.2.19 Given the match day impacts of the scheme and the high volume of pedestrian flows that will result, the safety of the public spaces created by the development is a key design concern. The development will also create an enclosed ticket queuing area (effectively below the retail shop and the Paxton Podium) that may give rise to safety issues.
- 6.2.20 It is noted by officers that the applicant has previously submitted a Crowd Safety Options Appraisal for the wider stadium site. This was reviewed by officers in making a positive recommendation to grant planning permission in relation to application HGY/2015/3000. The central crowd flow issues have therefore already been assessed with respect to the pedestrian movement generated by the adjoining stadium development. (These flows will incorporate the existing ramp that will be a key link to the future podium level of the stadium on match days.)
- 6.2.21 The applicant's transportation statement submitted in support of the current scheme notes that the consultant F3 worked with THFC to establish a new hub facility of sufficient capacity in terms of ticket windows, queue management and administration/retail uses to minimise any risk associated with conflicts around peak crowd flow movements around the stadium. In preceding iterations of the



stadium scheme, the ticketing facilities were placed in a more internal location within the wider stadium site. According to the applicant, the proposed arrangement will allow for more flexibility in the management of pedestrian flows and give rise to a safer design.

- 6.2.22 The applicant's Design and Access Statement (at Appendix 1C) also undertakes a consideration of crime prevention issues. The Statement notes the ticket queuing area will be physically secured off through the use of a permeable railing line, and will incorporate CCTV coverage. The DAS also notes that all open spaces within the scheme serve legitimate functions, such as circulation, amenity, and queuing and access routes.
- 6.2.23 The proposed building will contain a staffed security desk which on non-match days will manage access and security arrangements for the undercroft queuing area of the site. Paxton Square also adjoins the central stadium management security office within the main podium.
- 6.2.24 With respect to the capacity of the ticket office, THFC undertook an assessment of the pattern of arrivals and the maximum resulting queue lengths. This was used to calibrate a queuing model. The model yielded an onsite requirement for 14 ticket windows to address demand. 16 windows are proposed and the conclusion as per the DAS is that the resulting queue lengths could be safely accommodated within the undercroft space and allow for circulation.

#### *Metropolitan Police Secure by Design Team Review*

- 6.2.25 The Metropolitan Police Secure by Design Team has reviewed the scheme. While the Metropolitan Police raise concerns around several specific elements of the design of the scheme, these are centrally related to non-match days when the area may be comparatively isolated, as opposed concerns around match day crowding or flows.
- 6.2.26 The Police raise four main areas where they consider that crime and security issues may arise. The Council has circulated these concerns to the applicant, and the applicant's agents have made subsequent comments (received 29<sup>th</sup> November 2016) to further address the Police's concerns. Officers have set out the Police concern, together with the applicant's response. Where a suggested planning condition is recommended for imposition by officers, this is also noted below.
- 6.2.27 The Police firstly note that a recessed area to the rear of the Georgian terrace may give rise to security issues and that the boundary wall height to 792 High Road may be inadequate and give rise to a possible climb up issue (arising partly from the placement of the bike racks). The applicant responds by noting that the recessed area created to the rear of 792 High Road will allow level

through access to and from Percy House and this access and heritage benefit is weighed against potential security issues. The applicant does not consider that a security issue will arise given the high surveillance and foot traffic anticipated to flow to the area. Officers note that the wall made reference to by the Metropolitan Police falls outside the redline area, however it is considered that this specific security issue may be addressed by way of a Secure By Design Commercial Award Scheme, as recommended by the Police. Officers consider that mitigation measures may address the concern at the condition stage.

- 6.2.28 The Police also raise concerns with the queuing zone and the boundary with the Sainsbury's car park. The Police consider this area to be very inactive, with no clear sightline or natural surveillance. They note that the recessed area at the far end of undercroft may be open to ASB and promote criminal activity. The applicant has responded that the physical design is suitable given the wider stadium context. The applicant also states "the Paxton building would be staffed and would also include a manned security/concierge desk, including on non-match days. Paxton square also adjoins the central stadium management security office within the main podium." Officers again consider this issue can be addressed by a Secure By Design Commercial Award Scheme, however planning conditions around a management plan specifying the operations the security arrangements, as well as conditions around lighting, CCTV and gated accesses are also recommended for imposition.
- 6.2.29 The Police are thirdly concerned that raised planters could be used to hide weapons on the site; however the applicant has confirmed that no raised planters are programmed to be incorporated within the landscaping of the scheme. Officers note that landscaping details (including street furniture and plantings) will be subject to the imposition of planning conditions and the security of these items can be addressed (with Police input) at the condition stage.
- 6.2.30 The Police raise the issue that the existing podium ramp and the proposed Paxton Building design may allow climb up access to the roof. The applicant has responded that there is no use of any staggered brick formation that may allow climb up access. Officers are broadly in agreement with the applicant on this point (it does not appear from plans that climb up access would be facilitated by the materials or design of the southern elevation of the Paxton building) however officers consider that a careful consideration of the materials samples at the conditions stage (in consultation with the Metropolitan Police) will allow for an assessment of this issue.
- 6.2.31 The Metropolitan Police finally consider that vehicle parking in Paxton Square should be removed or limited to non-match days for security reasons. Officers note the applicant is broadly receptive to this suggestion as per the response comments received 29<sup>th</sup> November 2016. As the Principal Transportation

Officer has recommended a car parking management plan condition be imposed, it is considered that the issues identified by the Police can be address within the remit of this condition.

- 6.2.32 Officers finally note that the condition that the THFC make an application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is pre-commencement. This will ensure that the scheme cannot proceed without a full resolution of the security issues noted above. Subject to the imposition of this condition (and the other relevant conditions around lighting, CCTV and a management plan) on any grant of planning consent, the scheme is considered acceptable in terms of designing out crime and safety.
- 6.2.33 The Metropolitan Police Counter Terrorism Security Advisor (CTSA) (Protective Security Operations) has reviewed the scheme. Three conditions and two informatives are recommended for imposition following this review and are contained in Section 8 of this report.

#### *Inclusive Access*

- 6.2.34 Local Plan Policy SP11 'Design', Saved UDP Policy UD3 'General Principles' and emerging Development Management Policies DM2 'Accessible and Safe Environments' all support and encourage accessible and inclusive design. London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion.
- 6.2.35 The London Plan SPG Accessibility notes that visitor attractions can, by careful planning meet the highest standards of accessible and inclusive design, and ensure that all disabled and older people enjoy the same level of access and service provided to all other attraction customers. Given the THFC's aspirations to build a destination that will draw in visitors to the area, the proposal is considered to be visitor infrastructure from an accessibility standpoint.
- 6.2.36 The London Plan encourages the preparation of accessibility management plans (AMP) to ensure that the management and operation of facilities are fully considered at the outset of the design and that accessibility and inclusion are monitored and maintained throughout the life of the development.
- 6.2.37 There are limited accessibility implications for the scheme. The wider accessibility of the stadium has previously been considered by officers as per application HGY/2015/3000. The wider podium level public spaces are served by lifts which the applicant confirmed will be operational 24 hours a day/7 days a week at 4 locations around the wider podium. The southern podium has 6 groups of stairs providing links to the High Road, Park Lane and Worcester Avenue.

- 6.2.38 The two pieces of public realm created are level access and it is not considered the paving surfaces proposed would cause undue difficulty for persons with mobility difficulties, although this may be further assessed at the condition stage. The Paxton Podium and the retail shop may be accessed by ramp and the Paxton Building has lift provision to all storeys. The undercroft area has access to a disabled toilet facility that falls outside the redline area.
- 6.2.39 However there are some officer concerns the ticketing window facilities do not make full provision for wheelchair users in terms of window height and layout. To ensure that the ticket window and internal retail facilities as visitor attractions make full provision for a range of users, a condition is recommended requiring the submission of an Accessibility Management Plan prior to the commencement of the development.
- 6.2.40 Overall the accessibility of the public realm and the Paxton Building is considered to be acceptable subject to the imposition of the planning noted condition above.

#### *Development Design – Summary*

- 6.2.41 The layout of the building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition. Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the secure by design issues arising from the development are considered acceptable. The scheme offers an acceptable level of access for disabled users again subject to condition. The design of the development is therefore acceptable.

### **6.3 Impact on the amenity of adjoining occupiers**

- 6.3.1 London Plan Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Emerging DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.3.2 The Northern Terrance is envisaged to contain new build residential development in the future, however this has not yet been granted planning permission by the Council and the impacts of the scheme are assessed against the existing position. The current adjoining occupiers are primarily those occupying the existing row of buildings fronting the Tottenham High Road to the west of the site. The key issues for assessment are daylight/sunlight impacts, noise and disturbance, comings and goings, privacy and overlooking, and outlook. As noted above, there have been no objections to the scheme on amenity grounds.

#### *Daylight/Sunlight Assessment*

6.3.3 The applicant has presented a Daylight, Sunlight and Overshadowing assessment prepared by XOC<sup>2</sup> Energy dated August 2016. The assessment undertook an assessment of 28 windows to buildings surrounding the proposed development site. These windows were assessed by the applicant's consultant using relevant Building Research Establishment (BRE) criteria.

6.3.4 The assessment considered the impacts of reduced daylight by way of the "Vertical Sky Component" (VSC) Test and 'No Sky-Line' (NSL) Test. BRE guidelines state that if the VSC, with the development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area lit by the window may appear gloomier and electric lighting will be needed more of the time.

#### *Daylight/Sunlight Assessment*

6.3.5 A total of 28 windows in the rear of 790, 794 and 796 High Road were tested. The 12 windows tested within 790 High Road (Dial House) were compliant with relevant BRE criteria. 10 windows were tested at 794 High Road. 4 tested windows were not compliant with BRE criteria. These windows did not achieve the recommended Vertical Sky Component (VSC) enshrined in BRE guidance. However three of the non-compliant windows are set into a single bay at ground floor level at the rear of No. 794. (The VSC achieved for the relevant non-compliant bay windows was 10.4%, 14.3% and 21.8%. The VSC for the fourth window was 21.9%.)

6.3.6 Six windows were tested at 796 Tottenham High Road. Of these, two windows were not compliant with BRE criteria as they did not achieve the recommended Vertical Sky Component (VSC). The VSC achieved by these two windows was 13.6% and 13.3%. Both windows serve a rear extension to the building. The consultant's report indicates this room is likely double aspect.

6.3.7 It noted that the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered reasonably good, and that VSC values

in the mid-teens are deemed acceptable. On balance while there is some planning harm arising from the level of daylight penetration to the non-compliant windows noted above, given the urban context of the site, the aspect of the room at No. 796, and that the window with a VSC below the mid-teens form part of a bay, the loss of daylight to these windows is judged to be acceptable on balance. Officers have also taken into consideration the impacts of the wider stadium development to the south on the application site. As noted above there were no objections to the scheme. The impacts on amenity are therefore considered to be acceptable.

#### *Comings and Going/Privacy*

- 6.3.8 The location of a ticketing office and retail shop will have implications with respect to comings and goings to the application site and may give rise to a comparatively high volume of footfall to the rear of the row of listed buildings.
- 6.3.9 The scheme is considered to meet the objectives of the plan for the area, and the site requirement to contribute to the wider regeneration of Tottenham. The additional footfall on both match and non-match days would be in a location where such development is envisaged, and the footfall would accord with the creation of a new high quality public space and improved permeability from the High Road West area into Northumberland Park.
- 6.3.10 The application site is not judged to be in close proximity to any existing conventional residential occupier. Officers understand the institutional use of Dial House may be relocated prior to the occupation of the re-developed stadium site. THFC is the owner of several of the properties to the west of the site and may seek to redevelop 810/812 High Road to permit a flexible café/restaurant, gallery and office space. Likewise, 796 High Road (Percy House) also benefits from planning and listed building consent to house the Tottenham Hotspur Foundation. The club is considering use of 792 High Road (not including the rear extension which is proposed for demolition within this application) for retail and gallery use. It is not considered the additional footfall to the public realm created will give rise to any specific residential privacy impacts.
- 6.3.11 The increase in footfall will allow for greater natural surveillance of the area and improve the public realm. The CCTV provision and lighting upgrades set out in the applicant's Design and Access Statement will improve the safety of the application site.
- 6.3.12 The fenestration arrangement for the second and third floor office use in the Paxton Building is generally oriented toward the Paxton Podium and away from the listed Georgian terrace. The Paxton building does not incorporate any external raised amenity space. The built form of the development will not give rise to any specific overlooking or privacy issues. The separation distance

between the Paxton Building and the listed terrace is judged to be sufficient and the rear windows to the terrace will not experience any undue loss of outlook.

- 6.3.13 Given the comparatively isolated location, the policy position seeking a regeneration of the application site and the positive effects of increased footfall, the increased comings and goings to the site are considered to be acceptable. There are no undue privacy / overlooking impacts arising from the scheme.

#### *Noise Impacts on Adjoining Occupiers*

- 6.3.14 The applicant has presented a noise impact assessment prepared by XCO<sup>2</sup> Energy dated August 2016. The report assesses the noise impacts of potential plant arising from the Paxton Building.
- 6.3.15 Whilst the report acknowledges that the placement and type of noise generating mechanical plant is not fully resolved, it concludes the likely noise impacts on the row of buildings along the Tottenham High Road to the west of the application site would likely be acceptable. It is considered (given the scale of the building that the issue of noise from any plant can be addressed by the imposition of planning conditions that will require detailed specifications (including noise generation) of any roof plant to be installed. Such a condition is contained in Section 8 of this report.
- 6.3.16 Officers also consider that any operational noise arising from the current scheme should be weighed in the context of the wider match day impacts of the stadium that have been granted planning permission. Whilst these impacts may be comparatively intense, the existing position would have seen high levels of noise and disturbance given the existing stadium. It is also noted the larger issue of noise in the vicinity of the site has already been considered by Planning Sub-committee in approving planning application HGY/2015/3000 to redevelop the wider site. On this basis, the noise impacts of the current scheme are considered to be acceptable.

#### *Summary of Impacts to Adjoining Occupiers*

- 6.3.17 The plan for the area envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable on balance. The development will not give rise to issues of privacy or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions, the noise impacts of the scheme are

acceptable. The overall impacts of the development in relation to adjoining occupiers are therefore considered acceptable.

#### **6.4 Character and Appearance of the North Tottenham Conservation Area.**

6.4.1 The legal position with respect to the impact of development on heritage assets is pursuant to Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.

##### *Legal Position and Policy – Heritage Assets*

6.4.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

6.4.3 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.4.4 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.4.5 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to



each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.4.6 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.
- 6.4.7 The policy tests above concerns development within a Conservation Area but also cover development that affects the setting of a Conservation Area, including significant views into or out of the area. Designation of a Conservation Area imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

#### *North Tottenham Conservation Area and Listed Buildings*

- 6.4.8 The Tottenham High Road Historic Corridor consists of a sequence of six Conservation Areas. The North Tottenham neighbourhood is at the northern end of the historic corridor; it is, therefore, a threshold or point of entry to the historic corridor as a whole. The whole North Tottenham Conservation Area is in a fragile condition and it is currently designated a "Conservation Area at Risk" by Historic England.
- 6.4.9 The Townscape Heritage Initiative (THI) sub area (an area within the North Tottenham Conservation Area) focuses around the junctions with Northumberland Park and White Hart Lane, which form a historic village core with an intense and highly significant cluster of Statutorily Listed buildings (mainly grouped on the east side of the High Road), and Locally Listed buildings.
- 6.4.10 The Council's Principal Conservation Officer has assessed the scheme who concludes that whilst the significance of the relevant part of the North Tottenham Conservation Area as well as the subject listed buildings is high, the ad-hoc nature of the rear of these buildings, the loss of their traditional gardens and later structures and car parks detract from their setting and the North Tottenham Conservation Area. She also concludes that the proposal to remove the buildings extensions, car parking and walls, and the insertion of landscaped

public space would enhance the setting of the Conservation Area. Likewise, she also considers the impact of the proposed Paxton Building on the Conservation Area would be positive. She notes the development would screen the parking undercroft, the metal fire escape and Lilywhite House from within the setting of the listed buildings including Percy House, which form part of the Conservation Area. The impact on the setting of the listed building is also judged to be positive.

6.4.11 Overall it considered that the new Paxton building would enhance the setting of the Conservation Area. Officers have had regard for the views of the Tottenham Conservation Area Advisory Committee (CAAC) with respect to the relationship of the Paxton Building to the listed buildings and the wider Conservation Area, and consider the separation distance between the proposed and existing development is acceptable. As no harm arises to the Conservation Area a consideration of other benefits of the scheme is not required in planning terms. The impact of the demolition of the extensions to the listing buildings and their setting is considered in the Listed Building Consent section below.

## **6.5 Parking and highway safety**

6.5.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.

6.5.2 The Council's Principal Transportation Officer has assessed the scheme and provides the following comments. Officers note that the impacts of this development proposal have been assessed under the Event day and Non Event day Transport Assessment, submitted under planning application HGY/2015/3000. The current application does not seek to increase the capacity of the stadium and only relates to improving the event day and non event day operation of the stadium. The additional B1 uses will be used in conjunction with that of the stadium operation, however this is additional floor area and will require the provision of wheel chair accessible car parking spaces only.

6.5.3 Officers have considered that on completion of the stadium which has approval for some 319 car parking spaces, the stadium and the northern development will have sufficient capacity to provide the wheelchair accessible car parking space required to support the non event day office functions of the club. However, the Council will require the applicant to provide a car parking management plan to demonstrate where the disabled car parking spaces (2 wheelchair accessible car parking spaces for this development and the loss of the 4 disabled car parking spaces for the UTC approved under HGY/2013/1976) to support the development will be located. These disabled

spaces must be provided before the proposed facility is occupied. The applicant has proposed providing cycle parking. This provision is in excess of London Plan requirements.

6.5.4 The Principal Transportation Officer considers that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, no objection to this application is indicated, subject to the conditions in Section 8 of this report.

6.5.5 The transportation impacts of the scheme are considered to be acceptable.

## 6.6 **Flood Risk and Drainage**

6.6.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application. However the site lies within a Critical Drainage Area.

6.6.2 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

6.6.3 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken.

6.6.4 The applicant has submitted a Concept Below Ground Drainage Statement prepared by Lyons O'Neil dated August 2016. The Environment Agency, Thames Water and LBH's Senior Drainage Engineer has assessed the scheme in drainage terms.

6.6.5 The Council's Senior Drainage Engineer considers that while the applicant's submission does not address the Sustainable Drainage issues in full, the issues can be addressed by the imposition of a planning condition. The recommended condition is contained in Section 8 of this report.

6.6.6 Based on the assessment of Thames Water, the Environment Agency and LBH's Senior Drainage Engineer, subject to the imposition of the condition

noted above, the development is acceptable in Flood Risk and Sustainable Drainage terms.

## 6.7 Energy and Sustainability

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.7.2 The applicant has presented a Sustainability Statement prepared by XCO<sup>2</sup> Energy dated July 2016. LBH's Head of Carbon Management has assessed the proposal and considers that the scheme is unacceptable in energy terms, but this is capable of being mitigated by the imposition of planning conditions A detailed summary of Head of Carbon Management's comments are below.
- 6.7.3 The scheme proposes to deliver a 36.2% improvement beyond Building Regulations 2013 through the use of Air Source Heat Pumps and does not propose to connect to the Stadium Energy Centre. The London Plan policy requirement is 35% improvement beyond Building Regulations 2013. Whilst the saving has been achieved this has not been achieved in line with the energy hierarchy, and therefore the Head of Carbon Management considers that this is not policy compliant.
- 6.7.4 An assessment is undertaken inline with London Plan energy hierarchy as per the below.

### *Energy – 'Be Lean'*

- 6.7.5 The applicant has proposed an improvement of beyond Building Regulations by 0.3% through improved energy efficiency standards in key elements of the build. While this is not best practice, it is policy compliant. A condition is recommended around delivery of targets in the energy strategy.

### *Energy – 'Be Clean'*

- 6.7.6 The applicant has identified that the Council is planning a district heating network in the vicinity of the site. The Stadium development was designed to be connected in a heat network and to connect go the district heating network should this be onstream when the residential energy centre is constructed. It is envisaged that the North Tottenham District Energy Network will then link into the Stadium site and other development sites in the locality, delivering cheaper energy for users and lower carbon heat.

- 6.7.7 The applicant has set out that the Stadium energy centre was not designed to take account of additional capacity for this site. The application will be conditioned such that at the point when the Air Source Heat Pumps are due to be replaced the applicant should connect the development to the District Energy Centre unless otherwise agreed in writing.

*Energy – ‘Be Green’*

- 6.7.8 Carbon savings of 5.3% are proposed to be delivered through PV’s and the balance of the carbon savings to a total of 36.2% is delivered through the provision of Air Source Heat pumps. The potential noise impacts of these pumps has been dealt with above.

*Sustainability Assessment*

- 6.7.9 The applicant has submitted a Sustainability Assessment with their Energy Strategy. They have proposed that the scheme undertakes BREEAM and will achieve ‘Excellent’.
- 6.7.10 The development is expected to achieve scores of 73.5 for the offices and 72.2 for the retail space, exceeding the percentage credits required to achieve BREEAM ‘Excellent’. BREEAM Condition is recommended to be imposed.

*Overheating Risk*

- 6.7.11 The applicant has identified that a mechanical cooling system may be required, but no thermal model was submitted to justify the cooling unit. Officers expect that the applicant undertakes a dynamic thermal model of the development, using London future weather patterns (CIBSE TM52 and TM49). This will demonstrate that the development does not overheat. And that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy.

*Energy and Sustainability – Summary*

- 6.7.12 Whilst connection to the stadium energy centre would have been preferable the energy strategy is acceptable in the circumstances. On the basis of the conditions imposed, the energy and sustainability impacts of the scheme are acceptable.

**6.8 Waste and Recycling**

- 6.8.1 Local Plan Policy SP6 “Waste and Recycling” and Saved UDP Policy UD7 “Waste Storage”, require development proposals make adequate provision for waste and recycling storage and collection. This policy approach is continued in emerging Policy DM 4 Waste Management Facilities.

6.8.2 The applicant proposes a refuse store serving the Paxton building in the undercroft area east of the building. The Council's Waste Team has assessed the application. The public realm elements will have bin provision in accordance with the Design and Access Statement. There is limited detail with respect to the operational waste detail contained in the applicant's submitted Site Waste Management Plan document prepared by XCO<sup>2</sup> Energy. (This document primarily deals with construction and demolition waste impacts.) It is considered the issue of waste can be addressed by the imposition of a planning condition. Such a condition is imposed on any grant of planning permission in section 8.0 of this report. The applicant has provided a supplementary statement to the waste management plan originally submitted following consultation.

6.8.3 Subject to further details being provided by imposition of condition, the waste impacts of the development are acceptable.

## 6.9 **Land Contamination**

6.9.1 Saved Policy ENV1 and draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.9.2 The applicant has provided a Contamination Desk Based Report. The Council's Environmental Health Lead Pollution Officer has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any the grant of planning permission. These conditions are recommended for imposition and are contained in Section 8.

## 6.10 **Area of Archaeological Importance**

6.10.1 London Policy 7.8 states that "development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve the site's archaeology and UDP Policy CSV8 restricts developments if it would adversely affect areas of archaeological importance.

6.10.2 The site is located within an Area of Archaeological Importance, however the area of excavation is limited. The application has been circulated to the Greater London Archaeological Advisory Service (GLAAS). GLAAS has responded that that the proposal is unlikely to have significant effect on heritage assets of archaeological interest. On this basis the proposal is acceptable in archaeological terms.

## 6.11 **Listed Building Consent (HGY/2016/3540)**

6.11.1 The key material considerations for the application for Listed Building Consent (LCB) include the impact of the development proposal on the identified listed assets. London Plan Policy 7.8 requires that development affecting heritage assets and their settings conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Emerging policy DM9 of the Development Management, Development Plan Document (2015) continues this approach. This policy assessment should be considered alongside Chapter 12 of the NPPF and SPG2 'Conservation and archaeology'. Policy requires that the applicant adequately identify and consider the significance of the relevant assets that would be impacted by the proposal.

6.11.2 Historic England's listing information for 792 High Road is below:

*Early C19 front to probably older house. 3 storeys and basement, 5 windows. Stock brick with stone-coped parapet above stone cornice with brick dentils. Partly concealed high pitched hipped tiled, roof. Gauged flat brick arches to replaced recessed sash windows. Door of 6 fielded panels with cornice head, patterned radial fanlight and flanking pilasters. Nos 790 to 802 (even) and walls and railing to No 796 form a group.*

6.11.3 Historic England's listing information for 794 High Road is below:

*Mid C18 house of 3 storeys and basement, 5 windows. Brown brick with red brick dressings including gauged flat window arches, 1st floor string and moulded parapet cornice. Recessed sash windows with glazing bars. Door of 6 fielded panels with rectangular fanlight. Tuscan doorcase with flat pilasters and pediment. Nos 790 to 802 (even) and walls and railing to No 796 form a group*

6.11.4 Both buildings were listed on 22-Jul-1949. The applicant has submitted a Heritage Statement prepared by Corrie Newell BA Arch Hons RIBA IHBC. The Statement is undated. The Statement sets out an identification and assessment of the significance of relevant heritage assets.

6.11.5 The statement notes Sir Hugh Smithson (later Earl of Northumberland) was responsible for the building of several of the buildings in the terrace, including numbers 808, 810 and 812, which date from circa 1715. He built up ownership of much of the area and used these properties as his electoral base as Member of Parliament for Tottenham.

6.11.6 Sequentially, the first part of the terrace to be built appears to be either Percy House or the southern end of Northumberland Row. Number 792 was rebuilt in C19 and much of 794's interior has been lost, so the phasing of the southern end of the terrace cannot be definitively established. The heavier early Georgian mouldings of the first phase of Percy House and its off-centre position within the

symmetrical composition of the Georgian terrace hints that it may have been started first and the rest of the houses built and adjusted to suit.

- 6.11.7 In terms of evidential value the Statement acknowledges that the terrace includes some of the most complete examples of mid C18 Georgian houses in the Tottenham High Road. The statement also sets out the historical value of the assets, primarily arising from their association with the development of Tottenham and prominent families in the area. The assets are also noted to have aesthetic value arising from their visual form and communal value arising from their distinctiveness in the locality. The applicant has met the policy requirement to undertake an identification and assessment of the significance of relevant heritage assets.

#### *Works to Listed Buildings*

- 6.11.8 The applicant seeks LBC to demolish two extensions to 792 and 974 High Road. The application proposes the removal of these extensions and the installation of a replication of the original Georgian rear elevations according to historic evidence.
- 6.11.9 The square-shaped two storey extension to 972 High Road comprises a built footprint of approximately 115m<sup>2</sup> and dates from the mid 20<sup>th</sup> century. The demolition will include the removal of an external metal staircase to the rear elevation of the extension. A square-shaped two storey extension to No 794 High Road abuts the extension to No 972 and comprises a built footprint of 5m<sup>2</sup>. At No 794, the removal of the extension will allow for a reinstatement of a first floor window and a ground floor window to match the adjacent first floor vertical sash window. The down piping will also be re-instated in cast metal. The proposal includes making good the historic fabric of the rear elevations of both buildings with brickwork and windows to match the original.
- 6.11.10 A 20<sup>th</sup> century wall separating the rear yards of 794 and 792 is also proposed to be removed. A small element of an 18<sup>th</sup> century garden wall (currently sat below a concrete facing) separating the rear of 794 and 796 (Percy House) is also proposed to be removed but the remaining elements of the wall that are in better condition are proposed to be retained. The hardstanding used for car parking to the rear yards of 790 and 794 High Road will be removed. The 20 century walls and modern rear fencing to 796 (Percy House) that fall within the red line area are also proposed to be removed.
- 6.11.11 The Council's Principal Conservation Officer has assessed the scheme. She notes the works open views of the rear of the listed terrace and proposes to making good of the historic brick work to the rear, removal of the car park and tarmac, high quality public realm and landscaping with a spacious setting.
- 6.11.12 The Principal Conservation Officer concludes the demolition of the existing 20th century extensions would be considered to cause some harm to the setting of the



listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight, and the objections of the Tottenham Conservation Area Advisory Committee are again noted, however it is felt that given the extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings. The removal of the small element of 18C wall is justified given its poor condition and that the remainder of the wall is retained. The works to the Listed Buildings are acceptable.

## **7 Conclusion**

7.1 In respect of the planning permission, the proposed development is in accordance with the emerging site allocation. The loss of the car parking on the land is acceptable given the re-location of the car parking spaces within the wider site and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundaries, the mix of main town centre uses proposed is acceptable. The development is therefore acceptable in principle.

7.2 The layout of the proposed building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition. Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the pedestrian flows and queuing arising from the developer are considered safe. The scheme offers an acceptable level of access for disabled users subject to the imposition of condition addressed disabled provision for the ticket window. The design of the development is therefore acceptable.

7.3 The plan for the area envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable on balance and the other benefits of the scheme outweigh this planning harm. The development will not give rise to issues of privacy or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions, the

noise impacts of the scheme are acceptable. The overall impacts of the development in relation to adjoining occupiers are acceptable.

- 7.4 The less than substantial harm identified arising from the development's impacts on the North Tottenham Conservation Area is judged to be outweighed by the heritage benefits and other positive elements of the scheme, including the improvements to the public realm and the wider regeneration of Tottenham.
- 7.5 The impact of the scheme in sustainability terms is acceptable subject to the imposition of various planning conditions. The issues of transportation and parking, drainage, land contamination, archaeology, and waste and recycling are similarly able to be mitigated by the imposition of planning conditions.
- 7.6 In respect of the listed building consent, the applicant has adequately identified and considered the significance of the relevant assets that would be impacted by the proposal. Officers are in agreement with the applicant's assessment that the removal of the subject extensions, walls and fencing would improve the setting of the listed buildings and are therefore acceptable.
- 7.7 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission and listed building consent should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

#### *Community Infrastructure Levy (CIL)*

- 7.8 Based on the information given on the plans, the Mayoral CIL charge will be £40,864 (950m<sup>2</sup> x £35 x 1.229). The Haringey CIL charge is not applicable given the location and the mix of uses proposed at the application site.

## **8 RECOMMENDATIONS**

- 8.1 GRANT PERMISSION AND LISTED BUILDING CONSENT the following conditions.

Applicant's drawing No.(s):

140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801;140922-NT-10-802; 140922-NT-10-803;140922-NT-10-804;140922-NT-10-805;140922-NT-10-821;140922-NT-10-822;140922-NT-11-811;140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803;140922-NT-20-804;140922-NT-20-805;140922-NT-20-820; 140922-NT-20-821;140922-NT-20-822;140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001;POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-

8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820;  
140922-NT-31-601.

Applicant's Documents:

Application Cover Letter - Quod  
Planning Statement- Quod  
Design and Access Statement prepared by F3 Architects (including Movement Strategy)  
Application Drawing Schedule - Quod  
Heritage Statement (to include Historic Building Survey) - F3 Architects  
AVR Methodology Statement - INK  
Sustainability Statement - XCO2  
Energy Statement (to include technical details of air conditioning) - XCO2  
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill  
Transport Statement - Tim Spencer & Co  
Noise Impact Assessment (to include technical details of air conditioning) - XCO2  
Archaeological Desk Based Assessment - LP Archaeology  
Design Stage Demolition, Excavation and Construction Site Waste Management Plan  
Daylight, Sunlight & Overshadowing Assessment -XCO2  
Contaminated Land Assessment - Desk Study Report Southern Testing  
Construction Management Plan Base Contracts

**Planning Application (HGY/2016/3310)**

1) Three Year Expiry (HGY Development Management)

The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos: 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801;140922-NT-10-802; 140922-NT-10-

803;140922-NT-10-804;140922-NT-10-805;140922-NT-10-821;140922-NT-10-822;140922-NT-11-811;140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803;140922-NT-20-804;140922-NT-20-805;140922-NT-20-820; 140922-NT-20-821;140922-NT-20-822;140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001;POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820; 140922-NT-31-601.

The approved documents comprise:

Application Cover Letter - Quod  
Planning Statement- Quod  
Design and Access Statement prepared by F3 Architects (including Movement Strategy)  
Application Drawing Schedule - Quod  
Heritage Statement (to include Historic Building Survey) - F3 Architects  
AVR Methodology Statement - INK  
Sustainability Statement - XCO2  
Energy Statement (to include technical details of air conditioning) - XCO2  
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill  
Transport Statement - Tim Spencer & Co  
Noise Impact Assessment (to include technical details of air conditioning) - XCO2  
Archaeological Desk Based Assessment - LP Archaeology  
Design Stage Demolition, Excavation and Construction Site Waste Management Plan  
Daylight, Sunlight & Overshadowing Assessment - XCO2  
Contaminated Land Assessment - Desk Study Report Southern Testing  
Construction Management Plan Base Contracts

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the Approved details and in the interests of amenity.

### 3) Materials Samples (LBH Development Management)

Prior to the commencement of the development, samples of all materials to be used in conjunction with the proposed development for all the external surfaces of the building hereby approved, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames, sample panels or brick types and a roofing material

sample combined with a schedule of the exact product references. The submission shall also include plans of the key junctions of the cast iron cladding at a scale of 1:5 or greater. The development shall be constructed of the approved materials and the junctions to the approved 1:5 scale plans, and maintained thereafter.

Reason: to protect the amenity of the locality

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

4) Accessibility Management Plan (LBH Development Management)

Prior to the commencement of the development (excepting demolition), an Accessibility Management Plan shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall demonstrate accessibility for all users, including users of the ticketing windows, security/concierge window, the retail shop and public spaces. The Plan shall be implemented prior to the use of the building for retail sales, ticket sales or office use, and be maintained thereafter.

Reason: to ensure accessible visitor attractions.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

5) Car Parking Management Plan (LBH Transportation)

A car parking management plan shall be submitted in writing to and for approval by the Local Planning Authority. The plan shall demonstrate the provision of disable car parking spaces (including 2 wheelchair accessible car parking spaces serving the development hereby approved, and the provision of 4 disabled car parking spaces serving the UTC approved under application HGY/2013/1976 which have been removed by the grant of this planning permission ). The plan shall be implemented as approved prior to the use of the site for ticket sales, and maintained thereafter.

Reason: to ensure inclusive car parking provision to the development site.

6) Construction Management + Logistics Plans (LBH Transportation)

3 calendar months prior to the commencement of the development, a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) shall be submitted in writing to and for approval by the Local Planning Authority.

The Plans shall provide details on how construction work (including demolition) will minimise disruption to traffic and pedestrians on the High Road N17 and the roads surrounding the site. The plans shall demonstrate that construction vehicle movements are planned and coordinated to avoid the AM and PM peak periods. The Plans shall be implemented as approved and maintained for the full development period.

Reason: to ensure safe operation of the highway network and the free flow of traffic.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

7) Boundary Treatments (LBH Development Management)

Prior to the commencement of the development, details of the proposed boundary treatment shall be submitted in writing to and for approval by the Local Planning Authority. The approved boundary treatment shall be installed prior to occupation and use of the Paxton Building for tickets sales and maintained thereafter.

Reason: In the interest of the visual amenity

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

8) Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (excepting demolition works), full details of both hard and soft landscaping shall be submitted in writing to and for approval by the Local Planning Authority. Details of hard landscaping works shall include:

- vehicle and pedestrian access (including vehicle gating) and circulation areas
- hard surfacing materials (including full product specification of paving bands)
- street furniture (including full product specification for cycle hoops, benches and stools and litter bins)
- fixed and deployable rising bollards
- fixed queuing infrastructure (including railing line)

Details of soft landscape works shall include:

- planting plans for all planting zones
- a full schedule of species of new trees and shrubs proposed to be planted (in general accordance with the approved Design and Access Statement)
- written specifications (including cultivation and other operations) associated with plant establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- an implementation programme.

The hard and soft landscaping shall be implemented in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following the occupation of the approved development. The approved hard landscaping details shall be implemented prior to the use of the site for any ticket sales.

Reason: to protect the amenity of the locality and ensure high quality landscaping.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

9) Landscaping – Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development which, within a period of five years of occupation of the approved development 1) died 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: to protect the amenity of the locality.

10) Paxton Building Management Plan (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building details of a management plan for the Paxton Building shall be submitted in writing to and for approval by the Local Planning Authority. The details shall specify the hours of operation of the manned security/concierge desk and demonstrate the appropriate management of and access to the undercroft ticket queuing area at all times. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

11) CCTV Strategy (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of a CCTV strategy shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate appropriate placement and operation of CCTV to surveil the undercroft ticket queuing area and the public realm hereby approved. The strategy shall consider the amenity of adjoining occupiers. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

12) Lighting Strategy (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of a lighting strategy, in general conformity with details provided in the approved Design and Access Statement, shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate appropriate placement and operation of lighting serving the undercroft ticket queuing area and the public realm. The strategy shall consider the amenity of adjoining occupiers. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

13) Confirmation of Site Levels (LBH Development Management)

The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority prior to the commencement of the development

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

14) Secured by Design Commercial Award Scheme (Metropolitan Police)

Prior to the commencement of the development hereby approved, details of a full application for the Secured by Design commercial award scheme shall be submitted in writing to and for approval by Local Planning Authority following consultation with the Metropolitan Police NE Designing Out Crime Office. The applicant shall set out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the approved details.



Reason: to prevent crime in the locality and to create safer, sustainable communities

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

15) Impact Piling Method Statement (Thames Water)

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

16) Land Contamination – Part 1 (LBH Environmental Services and Community Safety)

Before development commences other than for investigative work:

a) Using the information from the desk-top study, a site investigation shall be designed and carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site.

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 of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post

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

17) Land Contamination – Part 2 (LBH Environmental Services and Community Safety)

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

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18) Development in accordance with Energy Strategy (LBH Head of Carbon Management)

The development shall be constructed to achieve the energy efficiency standards as set out in the Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016. Specifically, the following building elements shall meet the required u values set out in the Statement: External walls 0.15; Roof 0.10; Ground Floor 0.1; Windows 1.6 and an Air Tightness 5 m<sup>3</sup>/hr/m<sup>2</sup>.

Reason: to address climate change.

19) Detail of Photovoltaic (PV) Panels (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of the roof top photovoltaic panels (and any associated plant) shall be submitted in writing to and for approval by the Local Planning Authority. The details of the installation shall demonstrate compliance with the Microgeneration Certification Scheme (MCS). The installation shall be constructed in accordance with the approved details and operational within six calendar months following the commencement of the use of the building for retail purposes. The installation shall be maintained and operational thereafter.

Reason: To address the impacts of climate change.

20) Details of Air Source Heat Pumps (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building details of Air Source Heat Pumps (ASHP) and associated internal or external plant shall be submitted in writing to and for approval by the Local Planning Authority. The details shall contain full product information, including noise specifications and demonstrate the noise impacts of any proposed plant to be commensurate with the approved document Noise Impact Assessment prepared by XCO<sup>2</sup>.

The installation of ASHP shall be in accordance with the approved details and maintained thereafter.

Reason: To address the impacts of climate change.

21) Future connection to District Heating Network (LBH Development)

At the point when the Air Source Heat Pumps installed are due to be replaced, the applicant shall connect the Paxton Building to the District Energy Centre, unless otherwise agreed in writing with the Local Planning Authority.

Reason: to address the impacts of climate change.

22) Compliance with efficiency standards and carbon reduction targets (LBH Head of Carbon Management)

Within 6 calendar months of the commencement of the use of the Paxton Building for retail purposes, details of a report demonstrating compliance with efficiency standards and carbon reduction targets set out in the approved document Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016 shall be submitted in writing to and for approval by the Local Planning Authority. This report shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building.

Reason: to address the impacts of climate change.

23) BREEAM Post Construction Certificate (LBH Head of Carbon Management)

Within 6 calendar months of the commencement of the use of the Paxton Building for retail purposes, a post construction certificate (or similar evidence) shall be submitted in writing to and for approval by the Local Planning Authority. The certificate (or similar evidence) shall be issued by an independent certification body and confirm the agreed rating of BREEAM 'Excellent' has been achieved by the approved development. The agreed rating shall be maintained thereafter.

Reason: to address the impacts of climate change.

24) BREEAM Non-Compliance Remediation (LBH Carbon Management)

In the event that the development fails to achieve the relevant BREEAM standard of 'Excellent' and unless a subsequent carbon offset payment program is agreed in writing with the Local Planning Authority, within two calendar months of the submission of the post construction certificate noted in the "BREEAM Post Construction Certificate" Condition above, details of a full schedule of remedial works required to achieve the relevant BREEAM rating shall be submitted in writing to and for approval by the Local Planning Authority. The approved details shall be implemented within 3 months of the date of approval and maintained thereafter.

Reason: to address the impacts of climate change.

25) Results of dynamic thermal modeling (LBH Head of Carbon Management)

6 calendar months prior to the commencement of the development, results of dynamic thermal modeling (under London's future temperature projections) for all internal spaces shall be submitted in writing to and for approval by the Local Planning Authority. The results shall demonstrate a minimal risk of overheating and submission shall include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. The development shall be constructed in accordance with approved details and maintained thereafter.

Reason: to address the impacts of climate change.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

26) Retention of Existing Architect (LBH Development Management)

The existing architects or other such architects as approved in writing by the Local Planning Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of The Haringey Unitary Development Plan 2006.

27) Details of Sustainable Drainage (LBH Senior Drainage Engineer)

The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

28) Details of AQDMP – (LBH Environmental Services and Community Safety)

No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG.

Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

29) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)

Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

30) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)

No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.

No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

31) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should

be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

32) Waste Management Scheme (LBH Environmental Services and Community Safety)

A scheme setting out details of the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the development and maintained thereafter.

Reason: To protect the amenity of the locality.

33) Cycle Parking Details (Transport for London + LBH Transportation)

Prior to the occupation of the development for, full details of the cycle parking hereby approved (including the type, dimensions and method of security and access) shall be submitted in writing to and approved by the Local Planning Authority. The details shall be in accordance with the London Cycle Design Guide and submitted to the Authority following consultation with Transport for London. The cycle parking shall be constructed in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of transport.

34) Servicing and Delivery Plan (SDP) (LBH Development Management)

Prior to the occupation of the development, a Servicing and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The SDP shall demonstrate how servicing and deliveries will occur at the site, and that serving and delivery vehicle movements are planned and coordinated to avoid the AM and PM peak travel periods. The SDP shall be implemented as approved and maintained thereafter.

Reason: To reduce traffic and congestion on the transportation and highways network.

35) Structural Blast Engineer (SBE) Report – Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Prior to the commencement of the development (excluding demolition) a Report prepared by a Structural Blast Engineer (SBE) in consultation with the Metropolitan Police CTSA shall be submitted in writing to and approved by the Local Planning Authority. The SBE Report shall inform both the design of the development and mitigation in the event of a blast by:

- a) Evaluating the buildings envelope for effects related to air blast (including interior and exterior glazing, exterior wall systems, roof system and ceilings) at pre-determined stand-off ranges from a VBIED and LVBIED.
- b) Providing performance specifications for pre-manufactured systems subject to air-blast loading (i.e. precast panels, windows, etc)
- c) Providing specialist advice to the structural engineer and other design team members on incorporating blast analysis results in to the building's design.

The recommendations and standards specified within the SBE Report shall be proportionate and appropriate, and the report shall demonstrate the specialist advice has been incorporated into the final design of the scheme. The recommendations and standards specified within the SBE Report shall be implemented as approved and maintained thereafter.

Reason: in the interest of security

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

36) Hostile Vehicle Mitigation (HVM) - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Prior to the commencement of the development (excluding demolition) a Vehicle Dynamics Assessment (VDA) and details of Hostile Vehicle Mitigation (HVM) measures (prepared in conjunction with the Metropolitan Police CTSA) shall be submitted in writing to and for approval by the Local Planning Authority.

The specifications of the HVM measures shall be informed by the completion of the VDA and demonstrate that the HVM has been designed into the development to limit/manage access for vehicles onto the development to 1) minimise disruption from a potential Vehicle Borne Improvised Explosive Device (VBIED) and 2) minimise disruption from a vehicle being used to mow people down. The HVM measures shall demonstrate compliance with ISO International Workshop Agreement (IWA) 14 P1/P2 2013 (formerly BSI PAS 68/69). The details shall be implemented as approved and maintained thereafter.

Reason: in the interest of security



The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

37) Building Information Modeling BIM - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Building Information Modelling (BIM) utilised during the development shall conform to PAS 1192-5:2015 Minimum level 2.

Reason: in the interest of security

Informatives:

1) Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

3) Hours of Construction Work (LBH Development Management)

INFORMATIVE: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

4) Asbestos Survey (LBH Environmental Services and Community Safety)

INFORMATIVE: 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.

5) Requirement for Groundwater Risk Management Permit (Thames Water)

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)

INFORMATIVE: In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover).

8) Minimum Pressure and Flow Rate from Pipes (Thames Water)

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

9) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

10) New Development Naming (LBH Transportation)

INFORMATIVE: The new development will require naming and/or numbering. The applicant should contact LBH Local Land Charges at least six weeks before the development is occupied on 020 8489 5573 to arrange for the allocation of a suitable address.

11) Designing Out Crime – Certified Products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

12) Permit - Moselle Brook (Environment Agency)

INFORMATIVE: This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Moselle Brook, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

13) Structural Blast Engineer (SBE) Report – List of Companies - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

INFORMATIVE: The Metropolitan Police advise that the preparation of a SBE Report should be undertaken by a member of the Register of Security Engineers and Specialists (RSES). The RSES membership list is sponsored by the Centre for the Protection of National Infrastructure (CPNI) and is administered and operated by the Institution of Civil Engineers (ICE). The list of companies can be found via the following web link: [www.ice.org.uk/rgn4](http://www.ice.org.uk/rgn4)

14) Design to Hostile Vehicle Approach Speeds - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

INFORMATIVE: The Metropolitan Police advise that well considered design at the concept stage that helps to reduce hostile vehicle approach speeds to the site can provide a reduction in the required Hostile Vehicle Mitigation (HVM) specifications and subsequent costs. Installations may be aesthetically pleasing and can be shrouded to compliment the surrounding architecture, so long as the minimum distance between measures is adhered to. Contact the CTSA for further information.

**Listed Building Consent (HGY/2016/3540)**

1) LBC Five Year Expiry (LBH Development Management)

The works to which this Listed Building Consent relate must be begun five years from the date of this decision notice.

Reason: this condition is imposed by virtue of the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) LBC Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos: 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801; 140922-NT-10-802; 140922-NT-10-803; 140922-NT-10-804; 140922-NT-10-805; 140922-NT-10-821; 140922-NT-10-822; 140922-NT-11-811; 140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803; 140922-NT-20-804; 140922-NT-20-805; 140922-NT-20-820; 140922-NT-20-821; 140922-NT-20-822; 140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001; POP-4494-PLN-GA-8010; POP-4494-PLN-

GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820; 140922-NT-31-601.

The approved documents comprise:

Application Cover Letter - Quod  
Planning Statement- Quod  
Design and Access Statement prepared by F3 Architects (including Movement Strategy)  
Application Drawing Schedule - Quod  
Heritage Statement (to include Historic Building Survey) - F3 Architects  
AVR Methodology Statement - INK  
Sustainability Statement - XCO2  
Energy Statement (to include technical details of air conditioning) - XCO2  
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill  
Transport Statement - Tim Spencer & Co  
Noise Impact Assessment (to include technical details of air conditioning) - XCO2  
Archaeological Desk Based Assessment - LP Archaeology  
Design Stage Demolition, Excavation and Construction Site Waste Management Plan  
Daylight, Sunlight & Overshadowing Assessment -XCO2  
Contaminated Land Assessment - Desk Study Report Southern Testing  
Construction Management Plan - Base Contracts

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this Listed Building Consent indicate otherwise.

Reason: To ensure the development is carried out in accordance with the approved plans and documents and to protect identified heritage assets.

3) LCB Details of Opening Up Works and Brick Cleaning (LBH Principal Conservation Officer)

Prior to the commencement of the relevant works, the details of following elements shall be submitted in writing to and for approval by the Local Planning Authority:

- A. Details of opening up works to the rear of the relevant buildings and the repair works to make good including brick and mortar samples.
- B. If required, details of any brick cleaning or equivalent

The relevant element of the works shall be undertaken in accordance with approved details.

Reason: to protect heritage assets.

4) LBC Hidden Historic Features (LBH Principal Conservation Officer)

Any hidden historic features (internal or external) which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Prior to the resumption of works in the relevant area of the building, the developer shall await the Local Planning Authority's written instructions concerning the retention and/or proper recording of any relevant feature(s).

Reason: to protect heritage assets.

5) LBC Works to Match Existing (LBH Principal Conservation Officer)

All works shall be made good to match the existing building fabric in colour, material and texture. If works cause any un-intentional harm to the existing fabric, this shall be repaired or replicated to match existing.

Reason: to protect heritage assets

## Appendix 1 Consultation Responses from internal and external agencies

<b>CONSULTEE</b>	<b>COMMENT</b>	<b>OFFICER RESPONSE</b>
<p>Tottenham Conservation Area Advisory Committee (CAAC)</p>	<p>This objection is made on behalf of Tottenham Conservation Advisory Committee.</p> <p>We strongly object to the partial demolition of the listed buildings 792 and 794 High Road Tottenham and the construction of a four storey building in close proximity to the backs of to 790 (Dial House) to 796 (Percy House), both also listed.</p> <p>Spurs has already demolished one grade II listed building, Fletcher House, and eleven much loved locally listed buildings to the south of the terrace subject to this application, having originally undertaken to incorporate all but Fletcher House in the stadium scheme. See list at the end of this objection.</p> <p>Such is the devastation caused to the area by Spurs that the whole of the North Tottenham Conservation Area has been put on the Historic England at risk register. Specific mention is made of three buildings owned or controlled by Spurs:-Warmington House, 810 High Road and Percy.</p> <p>We cannot believe Spurs omitted to include apparent essentials such as "new ticket sales offices, retail and administrative offices and other ancillary uses" in the original scheme. The stadium site is now vast and over the decades Spurs has bought up other sites all over North Tottenham amounting to a huge area close enough to the stadium site itself for these uses. There can be no necessity to demolish and build right up to these listed buildings to accommodate these functions. The conclusion can only be that the final intention is to demolish fully these buildings in addition to those already destroyed.</p>	<p>Objection noted. The material planning issues related to the impacts on the Conservation Area and the listed buildings are addressed in Section 6 of Committee Report.</p>

	<p>Lilywhite House now towers over this terrace even though it is set well back from the High Road frontage. A four storey block immediately to the rear of the listed buildings would not enhance the North Tottenham Conservation Area and its proximity to the listed buildings would not protect the buildings or their setting and would diminish their historic value.</p> <p>The four houses affected by this application are :</p> <ul style="list-style-type: none"><li>• Dial House, a three story late 17th century house, grade II* listed.</li><li>• 792 is grade II listed, three storeys with a basement. The Historic England listing describes it as an early 19th century frontage to a possibly older house.</li><li>• 794 is a mid 18th century grade II listed house of three storeys and a basement.</li><li>• Percy House is listed grade II*. It is mid 18th century, three storeys and basement.</li><li>• Historic England states that 790 to 802 (even) and walls and railing to No 796 form a group.</li></ul> <p>Council policies relevant to this application are:</p> <p>SP12 Conservation</p> <p>The Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment. The borough's heritage assets include Statutory Listed Buildings, Conservation Areas.</p> <p>The Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change...</p> <p>Relevant saved UDP policies state:</p> <p>Haringey's historic buildings and Conservation Areas are cherished landmarks that relate to the borough's history and give it a vital sense of</p>	
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	<p>place. Local people want these areas and landmark buildings to be protected.</p> <p><b>CSV6 DEMOLITION OF LISTED BUILDINGS</b>  The Council will protect Haringey's listed buildings by refusing applications for their demolition. In the case of internal demolition work, the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building's interior.</p> <p>Locally listed buildings already demolished for the stadium scheme</p> <p>No. 742  No. 746 (former Tottenham Dispensary)  No. 748 (The Red House)  No. 750 (The White Hart Public House/Rudolpho's)  Nos. 754 to 766 (even) (terrace including Tottenham Law Centre)</p>	
LBH Head of Organisational Resilience	No comments on this application.	Response noted.
Thames Water	<p>Waste Comments</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing</p>	Comments noted. Conditions and Informatives recommended for imposition.

	<p>sewerage system.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit <a href="http://thameswater.co.uk/buildover">thameswater.co.uk/buildover</a></p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically</p>	
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	<p>result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing <a href="mailto:wwqriskmanagement@thameswater.co.uk">wwqriskmanagement@thameswater.co.uk</a>. Application forms should be completed on line via <a href="http://www.thameswater.co.uk/wastewaterquality">www.thameswater.co.uk/wastewaterquality</a>."</p> <p><b>Water Comments</b> On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
LBH Principal Conservation		

<p>Officer</p>	<p>Background: The site forms part of the rear of the ‘Northern Terrace’ fronting the Tottenham Hotspur Stadium. The buildings are listed at grade II or grade II* and fall within the North Tottenham Conservation Area. The proposal is phase 1 of the wider master plan to redevelop the rear of the High Road properties from numbers 790 to 814 and unify the space to create a better quality publicly accessible environment and setting for the listed buildings and conservation area.</p> <p>As part of the application, the applicant has submitted a Design and Access statement as well as Heritage Statement along with drawings and illustration. I have read these carefully in assessing the application as part of the statutory duty of the Council. I have also been involved in pre-application discussion regarding this proposal as well as the Master Plan.</p> <p>Significance: Northern Terrace is located on the eastern side of the High Road. The majority of the terrace comprises Northumberland Row, constructed in the early 1740s by Hugh Smithson, Duke of Northumberland. It is framed towards both ends by a small group of earlier buildings: 808-812 High Road which were constructed in circa 1715 by Hugh Smithson, Earl of Northumberland, and Dial House which was constructed in the late C17. The group also includes four mid C19 buildings and a section of C20 replacement infill. Most buildings have been extended to the rear.</p> <p>The particular buildings are:</p> <ul style="list-style-type: none"> <li>• Dial House (number 790), Percy House (number 796), Forecourt Gates and Railings to Percy House, and numbers 808-812 listed at Grade II*.</li> <li>• The rest of Northumberland Row, comprising numbers 792, 794, 798, 800 and 802 are listed at Grade II</li> </ul>	<p>Comments noted. Conditions and Informatives recommended for imposition. (Condition 3c is addressed in a separate materials condition). Conditions around Time Limit and Approved plans also recommend for imposition on the LBC.</p>
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	<p>The Northern Terrace is in mixed uses and until recently has been in multiple ownerships. Part of the terrace is unoccupied, and the rest is in multiple occupations and used as residential flats, shops, café and offices. Most of the gardens have been amalgamated and are predominately unused or in use for car parking. This results in a setting that is not conducive to the character and appearance of the listed buildings or the conservation area and detracts from both.</p> <p>Whilst the significance of this part of the conservation area as well as the listed buildings is high, the ad-hoc nature of the rear of these buildings, loss of traditional gardens and later structures and car parks detract from their setting as well as that of the conservation area. The buildings also have later rear extensions that detract from their historic fabric, character and appearance.</p> <p><b>Comments:</b> This phase of the development will include the redevelopment of Paxton Building to provide ticketing facilities and entrance to the Northern end of the Stadium and associated public realm including creation of a new public space- Paxton Square. This first phase will involve the rear of numbers 790 – 796 and part of the land to the rear of Sainsbury's. It is bounded by the boundary wall and gates of Percy House, number 796.</p> <p>The scheme provides an attractive public space, entrance and northern ticket entrance building (new Paxton Building) for the Football Stadium that encourages its shared use by occupants of the buildings, fans and the community. The works are designed to affect only those areas which are of lesser historic significance and currently detract from the setting of the listed buildings and the conservation area.</p> <p>The proposal would involve the demolition of a modern flat roofed industrial extension to the rear of No 792 including a metal staircase</p>	
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	<p>and metal fencing. This will open views of the rear of the listed terrace. The scheme also proposes to making good of the historic brick work to the rear, removal of the car park and tarmac, high quality public realm and landscaping with a spacious setting.</p> <p>The rear set of buildings proposed as part of the wider master plan are ancillary in style and appearance creating a mews of studio and workshop spaces to the rear. The building in question as part of this proposal, i.e. the new Paxton building is reflective of the same scale and massing but is slightly different in appearance and more reflective of the approved Hotspur Stadium and the Tottenham Experience Terrace on the High Road. This provides continuity in the architectural language and unifies the architectural style and language of the buildings that form the Stadium and its ancillary services. It also creates a visual separation between the Stadium and the studio buildings.</p> <p>In addition, the proposed Paxton Building would screen the parking undercroft, the metal fire escape and Lilywhite House from within the setting of the listed buildings including Percy House.</p> <p>Overall it considered that the new studio buildings as well as the new Paxton building would enhance the setting of the listed buildings as well as the conservation area.</p> <p>The demolition of the existing 20<sup>th</sup> century extensions would be considered to cause some harm to the setting of the listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight and it is felt that given these extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings as well as the conservation area. It is, therefore, acceptable.</p>	
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	<p><b>Conclusion:</b> Acceptable with following conditions:</p> <ol style="list-style-type: none"> <li>1. All works should be made good to match the existing fabric in colour, material and texture. If works cause any un-intentional harm to the existing fabric, this should be repaired or replicated to match existing.</li> <li>2. Any hidden historic features (internal or external) which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention and/or proper recording, as required by the Local Planning Authority.</li> <li>3. Prior to the commencement of the relevant works, the following should be submitted to the Council for further consideration: <ol style="list-style-type: none"> <li>a. Details of opening up works to the rear of the relevant buildings and the repair works to make good including brick and mortar samples.</li> <li>b. If required, details of any brick cleaning or equivalent</li> <li>c. Details of materials of the new Paxton building including all cladding, masonry and metal details.</li> </ol> </li> </ol>	
<p>Transport for London</p>	<p>Thank you for consulting transport for London regarding the above mentioned application. The site is on High Road which forms part of the Strategic Road Network. TfL is concerned with any application which may impact the safe and normal function of the Strategic Road Network.</p> <p>Having reviewed the submitted documents TfL have the following comments.</p>	<p>Comments noted. Condition recommended for imposition.</p>

	<ul style="list-style-type: none"> <li>• The site registers a Public Transport Accessibility Level (PTAL) of 5 on a scale of 1 to 6b, which indicates an excellent level of accessibility.</li> <li>• The proposals involve the removal of car parking spaces, resulting in a car free development which TfL support. 2 Blue badge spaces are proposed, which TfL welcome.</li> <li>• The applicant proposes 10 cycle spaces, which is in excess of London Plan standards for B1 uses in outer London.</li> <li>• The applicant has submitted a Construction Management Plan. A full CMP should be secured by condition and should include vehicle routing, a site plan and detail the number of deliveries expected on site.</li> </ul> <p>Based on the above request being met, TfL have no further comment.</p>	
<p>Lead Officer – Pollution LBH Environmental Services and Community Safety</p>	<p>Air Quality:</p> <p>The application site for commercial use, to include offices, security hub and some retail is adjacent a main road of air pollution concern, the High Road; a major route into London for which both monitoring and modelling indicates exceedences of the Government's air quality objectives for nitrogen dioxide (NO2) and PM2.5. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMA) and is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. The proposed development, as offices, security hub and some retail does not introduce new exposure adjacent this major arterial route into London.</p> <p>The proposed development includes two disabled parking spaces and parking for ten bicycles.</p> <p>The London Plan, Policy 7.14 states that new development should:</p>	



	<ul style="list-style-type: none"> <li>• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans</li> <li>• promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;</li> <li>• be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). Regulatory Services</li> <li>• Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.</li> </ul> <p>The Energy Statement submitted by XCO2 Energy, dated July 2016 concludes that the energy sources will be delivered via on-site centralised, electric Air-Source Heat Pumps (ASHP) and photovoltaic panels. The report determines that</p> <ul style="list-style-type: none"> <li>• CHP is not feasible for the site,</li> <li>• connection to the District Heating Network (DHN) is not financially viable and;</li> <li>• there is no additional capacity to connect to the Stadium energy plantroom.</li> </ul> <p>The air quality impact from the energy source is therefore significantly reduced.</p> <p>I recommend the following conditions:</p> <p>Combustion and Energy Plant:</p>	
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	<ul style="list-style-type: none"> <li>• Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.</li> </ul> <p>Reason: To protect local air quality.</p> <p>Contaminated land: (CON1 &amp; CON2)</p> <p>CON1:</p> <ul style="list-style-type: none"> <li>• Before development commences other than for investigative work: <ul style="list-style-type: none"> <li>a) Using the information from the desk-top study, a site investigation shall be designed and carried out. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. <p>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.</p> <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> </li> <li>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</li> </ul> </li> </ul> <p>And CON2</p>	
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	<ul style="list-style-type: none"> <li>• Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</li> </ul> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</p> <ul style="list-style-type: none"> <li>• No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG</li> </ul> <p>Dust and Emissions Control and shall also include a Dust Risk Assessment.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> <li>• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</li> </ul> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> <li>• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.</li> </ul> <p>No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net</p>	
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	<p>power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <ul style="list-style-type: none"> <li>• An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</li> </ul> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative:</p> <p>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.</p>	
LBH Economic Development	No comment required from Economic Development on this application	Response noted.
Environment Agency	Thank you for your consultation on the above. We have no objection to the development despite the close proximity to culverted main river, nor any conditions to add. However we request the following informative be placed on any planning permission granted: Informative This	Comments Noted. Informative recommended for imposition.

	<p>development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Moselle Brook, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website:  <a href="https://www.gov.uk/guidance/flood-risk-activities-environmental-permits">https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</a>.</p>	
<p>The Greater London Archaeological Advisory Service (GLAAS)</p>	<p>Thank you for your consultation dated 07 October 2016. The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to brought in accordance with the National Planning Policy Framework.</p> <p>Having considered the proposals with reference to information held in the Greater London Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have significant effect on heritage assets of archaeological interest.</p>	<p>Response Noted.</p>
<p>London Fire and Emergency Planning Authority</p>	<p>The Brigade as been consulted with regard to the above mentioned premises and makes the following observations.  The Brigade is satisfied with the proposals for fire fighting appliance access, subject to ADB Vol 2BS.</p>	<p>Response noted.</p>
<p>Metropolitan Police – Secure by Design</p>	<p>Our office has previously been involved in the consultation process for the main Tottenham Hotspurs Stadium development and associated proposed works.</p> <p>We advised that further consultations, at each stage should take place as the project progressed. Unfortunately we have not been directly consulted for local crime prevention or designing out crime advice, prior to this planning application.</p>	<p>Comments Noted.</p> <p>See Design Section of the main body of the report for an assessment of safety issues and the applicant's response to design issues. Relevant conditions</p>

	<p>The pre planning design stage of any development is the ideal time to reduce crime opportunities and provide a sustainable safe environment for the local community. Although this is a smaller part of the general stadium scheme, the proposed design and intended use will have an impact on the site, local communities, as well as theses employed and visiting the area.</p> <p>We would like to draw your attention to the following areas:</p> <p>Rear of 792 High Rd - Paxton Square.</p> <p>The changes to the rear of 792 High Road, have created a recess to the building line and an area of concealment, within this applications boundary. Recesses and blocked sightlines facilitate opportunities for criminal behaviour, this part of the site must be reconsidered.</p> <p>The design of the landscaping and benches should work towards reducing the vulnerabilities within this area, we are currently unable to see any evidence of this within the documents reviewed for this proposal.</p> <p>Boundary rear of 796 High Rd - Paxton Square - Northern Terrace Studio .</p> <p>The height of the boundary wall, joining the vehicle gate, off the rear of 796 High Rd - 'Percy House', which encloses the next phase 'Northern Terrace Studio Development' (NTSD), is in our opinion adequate for the security needs of the site. In the case of any public disorder or criminal activity within the area, the design needs assist in the safe management, control &amp; protection to both the public and properties.</p> <p>Raised planters are shown, just outside the Paxton sites boundaries, Percy House, however they will offer easy climbing opportunities over the wall into the proposed NTSD site.</p>	<p>recommended for imposition.</p>
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	<p>On the NTSD side of the site, proposed cycles have been shown abutting this wall and gate area. Having the cycles next to this area would create climbing aid over the wall into Paxton Square.</p> <p>Without appropriate secure boundaries, any effective management of this site would be difficult to maintain. Any compromise to the security around this boundary area would facilitate abuse of both site areas, offering opportunists easy ways to enter and abuse the areas without being seen.</p> <p>Queuing zone, boundary with car park</p> <p>We have concerns with the vulnerabilities create by the ground floor covered area, within the envelope of the proposed new build. Especially the area passed the proposed ticket queuing area, which runs along the secure, lilywhite House, car park boundary fencing. The proposed toilet block opposite this area appears to be a blank gable wall creating an enclosed narrow alleyway. This then appears to lead into the car park and house other public use facilities. At certain times of the day this would be a very inactive area with no clear sightline or natural passing surveillance.</p> <p>At the far end of this walkway, opposite the car park pedestrian entrance the building line, of the proposed WC block, appears recess inwards. This recess would appear to be designed for the WC door to safely open outwards. This recess area creates a hiding spot, which would be open to abuse from ASB and promote criminal activity. Cycle storage has also been located at far end of the alleyway. Parking cycles in such a remote location would increase the likelihood of them being stolen.</p> <p>It is unclear if the void which runs above some of this space is covered, or how accessible the area is for objects to be thrown down from the above levels, either deliberately or by a reckless act, either would cause alarm and distress to any persons below, or worse case, cause personal injury.</p>	
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	<p>This narrow back of house walkway is, in our opinion an area that will promote the fear of crime. It is also likely to offer those with criminal intent an opportunity to exploit confrontational situations to their advantage. This part of the proposal is not promoting a safe route for pedestrians or an area adhering to the principles of 'Safer Places' or 'Secured by Design' and is likely to become a long term crime generator.</p> <p>Planters.</p> <p>Raised planters are often used to hide weapons and drugs, these would not be recommended in this environment. Any planting should not block visibility, or sight lines, they should not offer places to conceal criminal activities.</p> <p>Podium ramp and building overhang.</p> <p>The Podium Ramp, running from vehicular access off the High Road, has raised solid side balustrade walls. We have concerns that the proximity of this balustrade wall to the side of the proposed four storey building may offer a climbing aids up onto the flat roof/building canopy/overhang of the building. In addition, it is not clear to us if the proposed materials for this side of the build, 'Blue grey brick work' (Shown as Materials 6.4) is intended to be slightly staggered with extending lips or a 'hit and miss' design - both of these would assist climbing creating a climbing wall effect. This type of design would facilitate those wishing to cause damage and/or Crime and disorder within the area by climbing onto this area of the building.</p> <p>Vehicle parking</p> <p>Any vehicle parking within the pedestrian area of Paxton Square, should ideally be removed or be limited to non match days. Any vehicle left unattended causes vulnerabilities for the immediate area. Vehicle left maybe be targeted, by association for criminal damage/arson which</p>	
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	<p>could cause lengthy disruption to the area. The vehicles may also block sightlines and could be used to hide people, and or items on or under them. This would also make security sweeps of the area more complicated. If facilities are available, we would advise to keep DDA vehicle provisions within main car park, or outside the Paxton pedestrian area.</p> <p>Counter Terrorism Security Advisors Comments (CTSA)</p> <p>Due to the sensitive nature of this information a separate restricted document not for public release has been issued containing appropriate CTSA comments.</p> <p>In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states “It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it’s area”.</p> <p>Request Community Safety – Secured by Design Condition: Prior to the commencement of the development hereby approved, a full and detailed application for the Secured by Design commercial award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police NE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.</p> <p>Reason: In the interest of creating safer, sustainable communities We would like to recommend that the security standards of SBD and CTSA are implemented within the overall design and build. To ensure this standard is achieved we would respectfully request that achieving SBD added as a planning condition.</p>	
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	<p>Community Safety - Informative: In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: Telephone 0208 217 3813 or DOCOMailbox.NE@met.police.uk</p> <p>If you wish to discuss this matter further or require any additional information please do not hesitate to make contact with either myself or the North East DOCO office.</p>			
<p>LBH Head of Carbon Management</p>	<p>Energy – Overall At this stage the scheme delivers a 36.2% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. This has not been achieved in line with the energy hierarchy, and therefore is not policy compliant.</p> <p>Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 0.3% through improved energy efficiency standards in key elements of the build. While this is not best practice it is policy compliant and a positive.</p> <p>This should be conditioned to be delivered on site:</p> <p>Suggested Condition: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016.</p> <table border="0" data-bbox="596 1300 1507 1399"> <tr> <td style="text-align: right; vertical-align: bottom;">Building Element development (u-values)</td> <td style="vertical-align: bottom;">Proposed specification for the</td> </tr> </table>	Building Element development (u-values)	Proposed specification for the	<p>Comments noted. An assessment of the energy issues is contained in Section 6 of the main body of this report.</p>
Building Element development (u-values)	Proposed specification for the			

	<p>External walls 0.15  Roof 0.1  Ground floor 0.1  Windows 1.6  Air tightness 5 m3/hr/m2</p> <p>The development shall then be constructed and delivered to the U-values set out in the Energy Strategy document. Achieving the agreed carbon reduction of 0.3% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>Should the agreed target not be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Energy – Clean  North Tottenham has been identified as an area where a District Energy Network will be delivered. Therefore, connectivity is expected. The applicant has identified that there is a district heating network less than 200m south of the site. This network (at the TH Stadium Site) has been designed to link into other schemes in the locality. It has the capacity to deliver heat now to heat loads such as this one. The North Tottenham District Energy Network will then link into the Stadium site and other development sites in the locality. Delivering cheaper energy for users and lower carbon heat. In addition, there is an existing private sector operated CHP heat network at Brook House, to the North on the High Road that does not seem to have been considered. This is in line with</p>	
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	<p>Policy 5.6 of the London Plan and Haringey's Local Plan SP04 and DM22.</p> <p>This statement needs further justification: From conversations with the design team of the stadium, the plantroom of that building does not have extra capacity to serve the development at Paxton Road</p> <p>Action: To demonstrate why it is not feasible or viable to connect to either of the existing / planned networks. The applicant is expected to comply with DM policy 22.</p> <p>The scheme proposes an on-site centralised electric Air Source Heat Pump (ASHP) system to be implemented to meet space heating and cooling demands of the proposed scheme. It should be noted that this area has been identified as a location where an area heat network will be provided, so future connectivity must be delivered.</p> <p>Therefore the clean energy proposals are not policy compliant.</p> <p>We recommend that these are addressed through the following condition:</p> <p>Suggested Condition: You shall submit details of the site connection to the energy centre at the TH Stadium Site. This will serve heating and hot water loads for the development.</p> <p>This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"><li>a) Connection route to existing energy centre at the Stadium</li><li>b) Specification of equipment on site</li><li>c) Operation/management strategy;</li></ul>	
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	<p>The connection and its infrastructure shall be carried out strictly in accordance with the details so approved, and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.6 and local plan SP:04 and DM 22.</p> <p>Energy – Green In line with Haringey’s Local Plan the development must deliver 20% on site renewables, after it has delivered the other elements of the energy hierarchy – Be lean, Be Clean. Therefore, on this basis the use of ASHP for heating will be declined as these conflicts with the District Energy requirements in both the London Plan and Haringey’s local plan.</p> <p>We seek that maximum opportunities are delivered on the PV panels (reference Image: Indicative roof PV plan at Paxton Development). There is scope to deliver at least twice the area of PV panels proposed to meet carbon savings of 5.3%. Carbon savings over and above 5.3% are to be delivered. The opportunity to deliver more panels is expected to be taken.</p> <p>PV Panels - They have concluded that approximately 20.5m<sup>2</sup> PV panels with 3.9kWp would produce regulated CO<sub>2</sub> savings of approximately 5.3%. These are fitted on to the roof space of the building. Not all roof space has been used for energy generation.</p> <p>Action: For the applicant to review number of PV panels and maximise area of panels on roof. A revised schematic, with the increased coverage is to be submitted prior to determination. A condition will be worded to ensure delivery of this once the schematics have been submitted and approved.</p> <p>ASHP - Due to the connectivity to the area network, ASHP is not</p>	
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	<p>deemed necessary and will not be accepted on this application. In addition, ASHP are visually intrusive and noisy, and the location of this development is adjacent to a number of listed buildings. This plant room will be overlooked from Lilly White House.</p> <p><b>Sustainability Assessment</b> The applicant has submitted a Sustainability Assessment with their Energy Strategy. They have proposed that the scheme undertakes BREEAM and will achieve 'Excellent'.</p> <p>The development is expected to achieve scores of 73.5 for the offices and 72.2 for the retail space, exceeding the percentage credits required to achieve BREEAM 'Excellent'.</p> <p>This approach is policy compliant and supported, it should be conditioned.</p> <p><b>Suggested condition:</b> You must deliver the sustainability assessment as set out in the document Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM 'Excellent' and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be</p>	
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	<p>implemented on site within 3 months of the local authorities' approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p><b>Overheating Risk</b> The applicant has identified that a mechanical cooling system may be required, but no thermal model was submitted to justify the cooling unit.</p> <p>We expect that the applicant undertakes a dynamic thermal model of the development, using London future weather patterns (CIBSE TM52 and TM49). This will demonstrate that the development does not overheat. And that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy.</p> <p>This is therefore not policy compliant.</p> <p><b>Suggested Condition</b> To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modeling (under London's future temperature projections) for all internal spaces will be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved.</p> <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is</p>	
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	<p>given.</p> <p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>Reason: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> <p>Cycle Storage</p> <p>We expect cycle storage to be provided for staff to encourage sustainable methods of transport.</p>	
<p>Interim Neighbourhood Action Team Manager. Waste Management Comments.</p>	<p>Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.</p> <p>The proposed retrospective planning application outlined above will require storage for both refuse and recycling waste either internally or externally, arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to</p>	<p>Comments noted. The applicant has responded to the consultation response with an Addendum to the Waste Management Plan which includes a proposed waste store location and suggested waste collection point.</p>

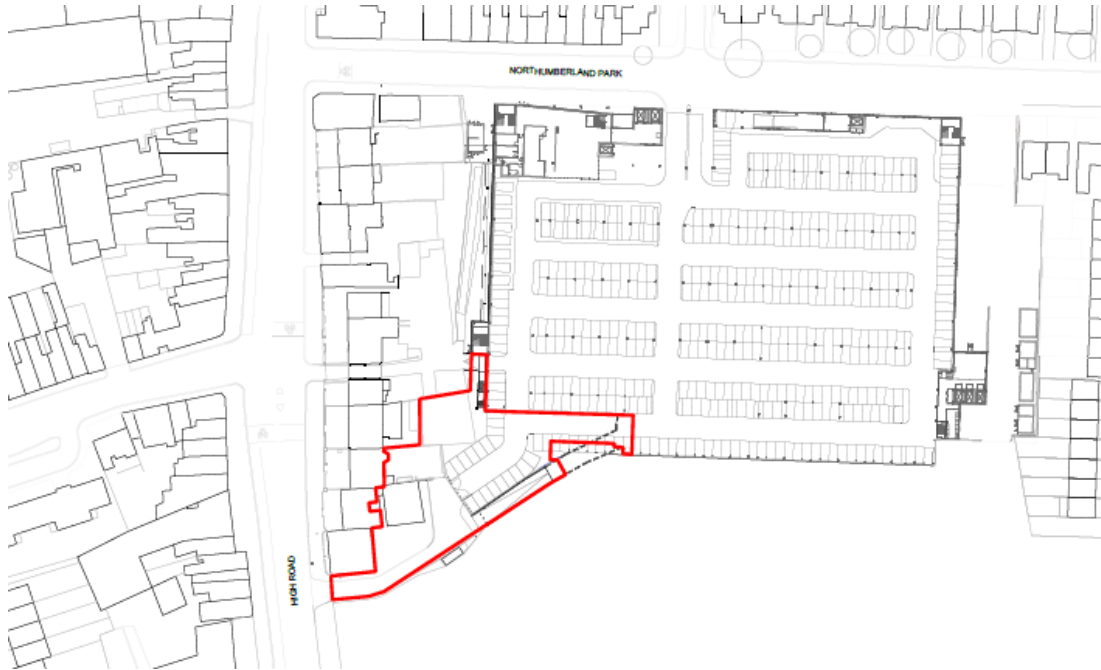


	<p>arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>RAG traffic light status not applicable</p>	
<p>LBH Principal Transportation Officer</p>	<p>The proposed site is located to the north of the existing stadium and is enclosed by recently implemented supermarket and technical college to the north, to the east by Worcester Avenue, to the west by the A1010 High Road and to the south by Park Lane. This section of the High Road has a public transport accessibility level of 5 which is high and is part of the strategic road network (SRN). There are ten bus routes serving this area: 149, 279, 259, 341, 476, 123, 243, 318, W3 and 349 with bus stops on the High Road and on Northumberland Park. There are two national rail stations within reasonable walking distance of the site; White Hart Lane station is approximately 450m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the West Anglia main line.</p> <p>The applicant is proposing to remove 30 of the 401 car parking spaces approved as part of the Northern Development to construct a new development of some 1,170 square metres containing new superstore vertical access core of 102 m2, new ticket and security window, post room, and luggage area of 88m2, new Tottenham Hotspur retail A1 retail shop, and Tottenham Hotspur offices 465m2.</p> <p>We have considered that the impact of this development proposal have been assessed under the, Event day and non event day transport assessment, submitted under planning application HGY/2015/3000. This application does not seek to increase the capacity of the stadium and only relates to improving the event day and non event day</p>	<p>Comments noted. Conditions recommended for imposition.</p>

	<p>operation of the stadium. The additional B1 use will be used in conjunction with that of the stadium operation, however this is additional floor area and will require the provision of wheel chair accessible car parking spaces only. We have considered that on completion of the stadium which has approval for some 319 car parking spaces, the stadium and the northern development will have sufficient capacity to provide the wheelchair accessible car parking space required to support the non event day office functions of the club, we will require the applicant to provide a car parking management plan to demonstrate where the disable car parking spaces (2 wheel chair accessible car parking spaces for this development and the lost of the 4 disable car parking spaces for the UTC approved under HGY/2013/1976) to support the development will be located, the must be provided before the proposed facility is occupied.</p> <p>The applicant has proposed providing cycle parking, this is in excess of the 2015 Further Alteration the London Plan. We have considered that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, we would not object to this application subject to the following condition:</p> <ol style="list-style-type: none"> <li>1) The applicant must provide a car parking management plan to demonstrate where the disable car parking spaces (2 wheel chair accessible car parking spaces for this development and the lost of the 4 disable car parking spaces for the UTC approved under HGY/2013/1976) will be provide to support the development.</li> <li>2) The applicant must submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the High Road N17 and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and</li> </ol>	
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	coordinated to avoid the AM and PM peak periods.	
LBH Principal Design Officer	<p>I have no objection to the above proposals, in fact in my view this is an interesting design that will probably be a positive addition to its location. The Conservation Officer has made comprehensive comments that I am in agreement with. I would add that the proposed materials need careful specification and detailing, and that it is particularly important that the proposed cast iron cladding is a close match to that proposed for the building to the south, in order to fulfil the promise of an architectural dialogue between the two. Details of the junctions and corners of the cast iron cladding will need robust and careful detailing, which I would ask to be secured by conditions specifically requesting large scale (1:5 or greater) details of key junctions, as well as materials samples.</p> <p>It also forms part of a mini masterplan for the space between the existing (mostly listed) terraced buildings fronting the High Road and the recent Sainsbury's / Lilywhite House building that has tremendous promise to significantly improve the streetscape, townscape, setting of the listed buildings and coherence of the spaces around the stadium, with flair, interest and impressive handling of the significant transitions of scale. The one warning remark I would make is it would be important to ensure that the remaining new buildings of the masterplan do not try to "shout too loud" and accept their role as background architecture, matching and extending the elevational treatment and detailing of the brick elements of this application and not seeking to compete with either the retained buildings along the High Road frontage nor the cast iron clad ticket office building of this application; this latter should act as a "bookend" termination to this new terrace.</p>	Comments noted. Conditions around materials samples recommended for imposition.

**Appendix 2 Plans and Images**



Plan 1.1 – Site Plan (Source: Applicant)



Image 1.1 – Historic Aerial Image (Source: Google Maps)

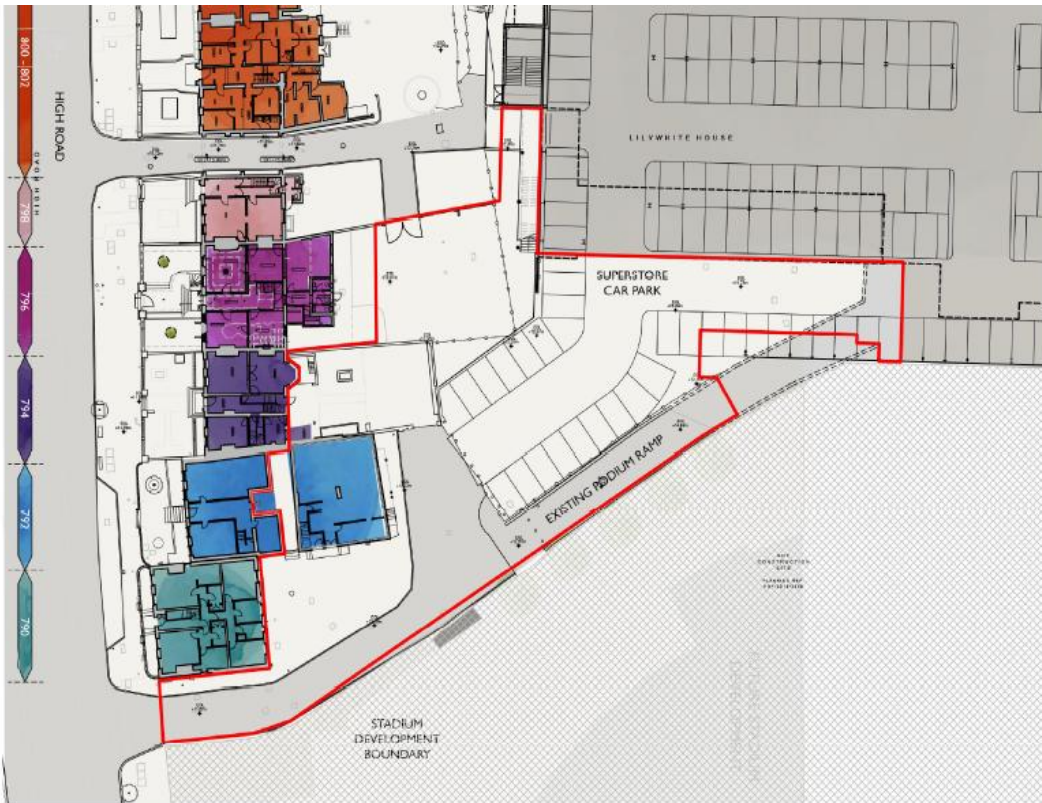


Image 1.2 - Existing Site Image (looking southwest – Source: LPA Case Officer)



Image 1.3 – Existing Site Image (looking northeast – Source: LPA Case Officer)





Plan 1.2 - Existing Site Plan (Heritage Assets - Source: Applicant)



Plan 1.3 – Proposed Ground Floor (Source: Applicant)



Plan 1.4 – Proposed First Floor (Podium Level) Plan (Source: Applicant)

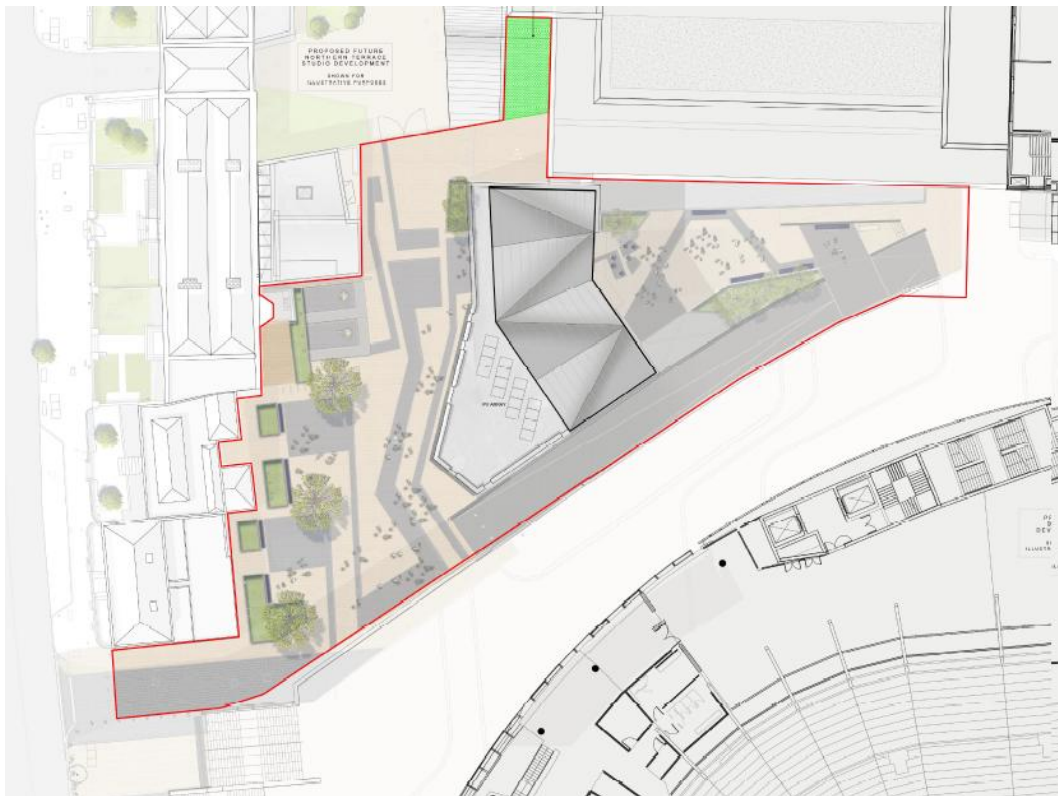


Plan 1.5 – Proposed Second Floor Plan



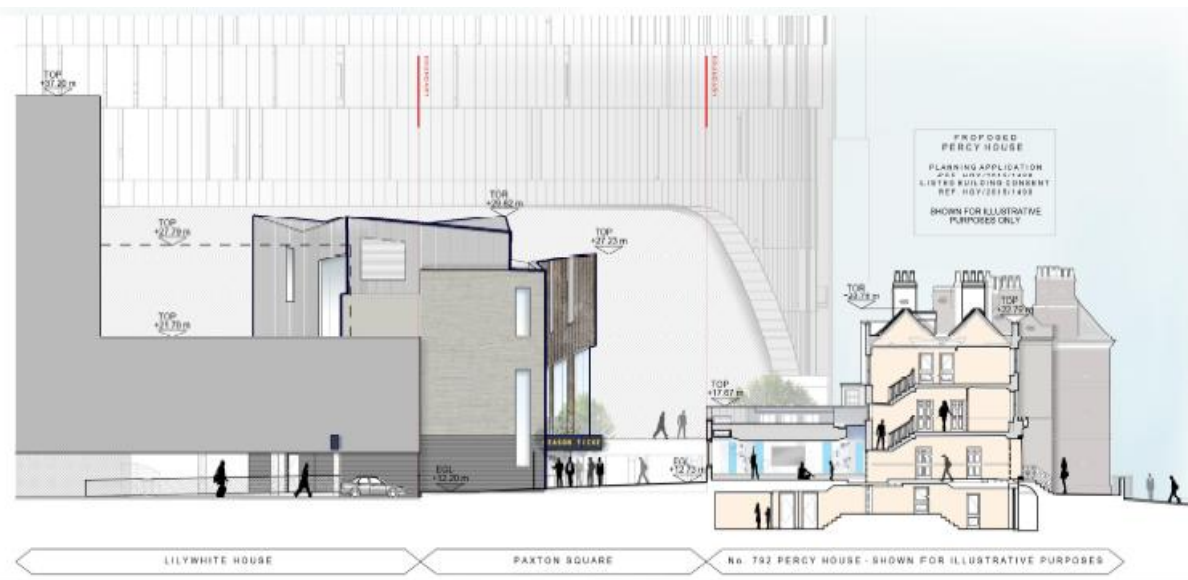


Plan 1.6 – Proposed Second Floor Plan (Source: Applicant)



Plan 1.7 – Proposed Roof Plan (Source: Applicant)





Elevation 1.1 – Looking South (Source: Applicant)



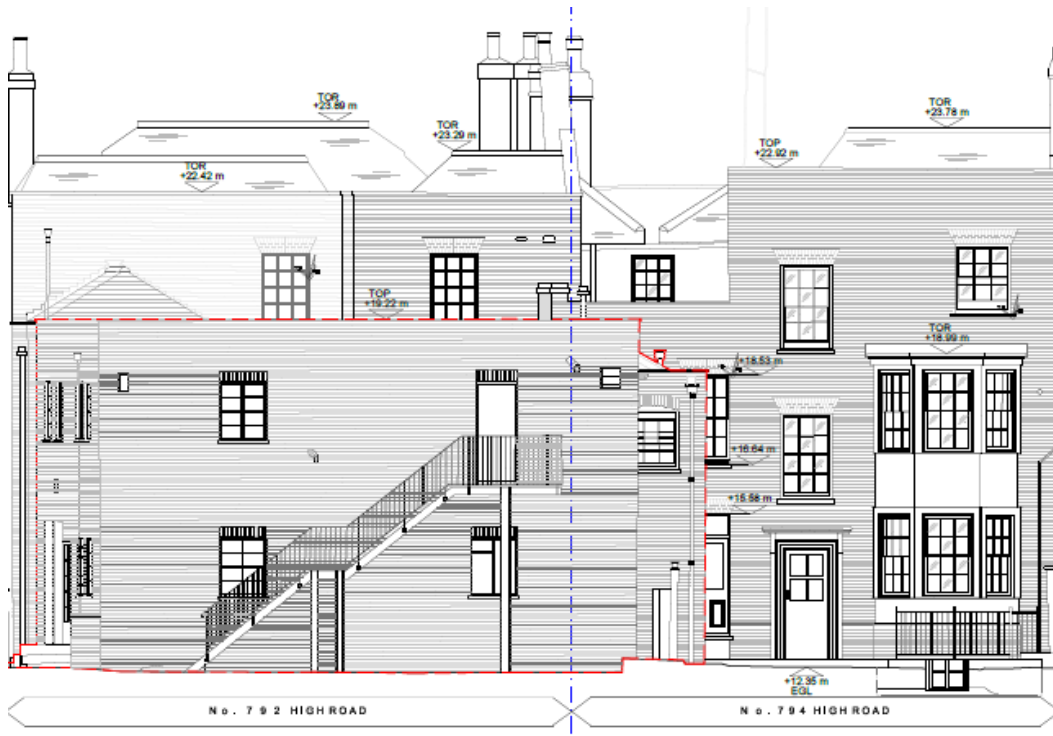
Elevation 1.2 – Looking West (Source: Applicant)



Elevation 1.3 – Looking North (Source: Applicant)



Elevation 1.4 – Looking East (Source: Applicant)



Elevation 1.5 (Existing) – Listed Extensions to 792 and 794 High Road to be demolished (outlined in red) - Source: Applicant



Image 1.4 – Render of Proposed Paxton Building and Dial House – Looking Northeast (Source Applicant)





Image 1.5 – Render of proposed Paxton Building and Paxton Square – Looking North (Source: Applicant)



Image 1.6 – Render of proposed Paxton Building and Paxton Square (extension to Percy House is not within redline area). Looking south (Source: Applicant)





Image 1.7 – Render of proposed Paxton Building and Paxton Podium – looking west.



Image 1.8 – Render of wider site context. (Source: Applicant). Source: Applicant