



Ground Floor Plan (Commercial and Entrance Levels)



Lower Level Residential Plans (Below Sky Garden Level)



Upper Level Residential Plans (Above Sky Garden Level)



Level 11 Plan (Sky Garden Level)



Indicative Sky Garden Sketch



Public Realm Area with Podium Frontage



View of Building from West on Ferry Lane



View of Building from North on Ashley Road



View of Building from East on Ferry Lane



View of Building from North on Lebus Street





## Appendix 3: Quality Review Panel Reports

### First Review – 22<sup>nd</sup> February 2017

#### *Summary*

The panel finds much to admire in Hawkins Brown's designs for Hale Village Tower, and thinks this has the potential to be a high quality landmark for Tottenham Hale. Careful thought has been given to the massing of the development, in terms of the quality of residential accommodation, and appearance in a fly through visualisation. The use of bays to add to the spatial quality of flats, and provide articulation and interest in the facades is particularly welcome. However, further testing of scale and massing in townscape views is needed. At street level, a podium promises to mitigate downdraught winds from the tall building, and provide shops and cafes to bring activity to the area. As design work continues, the panel would encourage the team to consider how the architecture of this tall building can be given a domestic quality that signals its use. A creative lettings strategy for commercial units at street level will be important, to create a lively public realm. In terms of environmental sustainability, the risk of flats overheating needs further thought. A robust management and maintenance strategy will also be essential, and the commitment of Anthology Development to long term ownership gives confidence this can be achieved. These comments are expanded below.

#### *Massing and development density*

- The panel supports the increase in height of Hale Village Tower, from 18 storeys as set out in the outline planning approval, to 33 currently proposed.
- The site has been identified as being an appropriate location for a landmark tall building, through the outline planning process.
- The panel agrees that a 33 storey tower has the potential to be successful as a landmark with elegant proportions, given the scale of development now envisaged on other sites at Tottenham Hale.
- Further testing of scale and massing in townscape views is needed, as described below.

#### *Place-making, character and quality*

- Whilst the panel support the overall scale of the proposals, they would encourage exploration of long distance and nearby views, to help refine the massing of the tall building.
- This will be a highly prominent building on London's skyline – and views analysis should inform aspects of its design, such as the top of tower.
- One of the broader elevations faces south, towards central London, and long distance views from this direction should be tested as the design is refined. Further

thought about the balance between horizontal and vertical elements of the façade will contribute to the success of the scheme in these views.

- At lower levels, the panel think there may be scope to respond to the 'datum' of existing buildings at Hale Village, to enhance the way the development is experienced at street level.
- The panel would also encourage the team to explore how a residential tall building can be designed to respond to the special character of this part of Haringey.

#### *Relationship to surroundings: access and integration*

- Hale Village Tower occupies a key location, close to Tottenham Hale Station, and on a street envisaged in the outline planning masterplan as a shopping street.
- This means that there will be significant pedestrian movement to and from the station past the site, and an opportunity for shops, restaurants or cafes to enliven Daneland Walk.
- The panel would encourage creative thinking about the lettings strategy for ground floor units on Daneland Walk – where currently a supermarket and Kidney and Diabetes Centre both have blanked out windows facing the street.
- An approach to lettings that brings Daneland Walk to life has the potential to add value to the development – for example a destination restaurant could attract visitors, as well as residents.
- The way in which the podium design is adapted to the very different contexts of Ferry Lane and Daneland Walk also needs more exploration.
- The scheme will close views along Lebus Street from Perkyn Square – and careful thought is needed to ensure the quality of this important pedestrian route towards the station.
- The involvement of BDP as landscape architects is positive, and the panel looks forward to seeing more detail on their work, and the way this encourages people to dwell in and enjoy external spaces around the site.

#### *Scheme layout*

- Changes in the guidance on residential layouts in the London plan, since the outline planning approval, mean that a maximum of 8 units accessed from each vertical circulation core is now recommended.
- The scheme deals with this issue by arranging lifts at the centre of the plan, with lobbies either side giving access to no more than six units.
- Whilst the panel agrees this is a practical solution, they would encourage the design team to explore the scope for a more generous shared lobby.

- The Barbican towers provide a precedent for triangular lift lobbies, that create a sense of generosity in the access from lift to flats.
- At a detailed level, the panel thinks the idea of internalising north west facing balconies needs careful consideration – and notes that north facing balconies could benefit from evening sun.

#### *Architectural expression*

- The review took place at an early pre-application stage, and focused primarily on scale, massing, layout, and townscape issues – with limited information on architectural expression.
- However, the panel welcomes the use of bay windows, which adds to the quality of the residential accommodation, and helps articulate the facades.
- At the next stage of design, the panel would encourage the team to explore how such a large building can be given a domestic character, through the choice of materials and construction detailing.
- It will be essential that the degree of skill and care apparent in the current designs continues throughout the construction stage, and the panel trusts Hawkins Brown will be retained to achieve this.

#### *Environmental sustainability*

- A key issue for the design of tall buildings, is the challenge of mitigating downdraught winds, to ensure a comfortable environment for pedestrians at street level.
- A podium has been introduced, in response to comments from Haringey officers about this issue, and the panel agree this is potentially a good solution – subject to environmental analysis.
- The panel also welcomes the thought that has been given to daylighting of the residential units – and thinks similar consideration of potential overheating is needed.
- One possible solution would be to incorporate external blinds into the façade design, to allow maximum sunlight in winter, and solar control in summer. The risk of overheating is a significant issue for single aspect flats, which will not benefit from cross ventilation – especially where opening windows may not be practical due to wind at upper levels of a tall building.

#### *Long term management and maintenance*

- The long term management and maintenance of residential tall buildings is an important issue, given the substantial cost of lift and façade maintenance.

- The commitment of Anthology Development to long term ownership of Hale Village Tower gives confidence that a robust management and maintenance strategy can be put in place.
- The panel would support planning officers in requesting details of the long term strategy for financing building maintenance, as part of the planning process.

#### *Next Steps*

- The panel would welcome a further opportunity to comment on Hale Village Tower, before a planning application is submitted.

### Second Review – 17<sup>th</sup> May 2017

#### *Summary*

It was clear from the design team's presentation that this scheme has progressed in a positive way through pre-application discussions with Haringey officers. The emerging scheme represents a welcome calm counterpoint to some of the neighbouring developments, and potentially promises high quality development. The panel supports the scale and massing, and welcomes the level of thought that is evident within the emerging architectural expression. Scope remains to improve the design of the public realm and landscape; and the panel would also support further work to visually enrich the lower levels of the building, the northern façade and the roofline. The relationship of the tower and its environs to the emerging (and proposed) pedestrian links around and across the site will also need to be carefully considered. Further details on the panel's views are provided below.

#### *Massing and development density*

- As noted at the previous review, the panel support the overall scale of the proposals as the location of the proposed tower is a key site in the approach to Tottenham Hale.

#### *Place-making, character and quality*

- Whilst the panel welcome the emerging details of the design, they would encourage further exploration of long distance and nearby views, to help refine and articulate both the roofline and the lower levels of the development.
- They would support further development of the top floors of the building, to ensure a stronger roof profile in distant views.
- The panel would like to see more detail of the proposed landscape and public realm design as this will be critical to ensure that the ground level of the scheme is successful.
- They feel that the proposals would benefit from further work in order to create

positive public realm; the location of planters, seating and other landscape features can help to mitigate microclimate issues whilst also defining a territory that will encourage pedestrians to linger.

- Drawing in references of furniture making (linking back to previous industries on site) within the public realm and landscape could provide a strong narrative for the development, and would help to enrich the proposals at ground level where they would be most visible.
- In addition, the panel notes that Spitfires were manufactured on site during World War II, which could also provide a source of inspiration for the scheme.

#### *Relationship to surroundings: access and integration*

- The design of the podium, tower and public realm needs to be considered in the context of changing routes and movement across and around the site.
- Increased volumes of pedestrians will cross the site when the Hale Wharf development to the east and the proposed footbridge and station entrance to the west are completed.
- The geometry of the podium is supported by the panel; they agree that it should sit close to Ferry Lane.

#### *Scheme layout and architectural expression*

- The panel welcomes the adjustments to the internal layout that have resulted in a more generous shared lobby adjacent to the lifts at each level.
- The architectural expression also promises to be calmer and more elegant than some of the surrounding developments.
- Expressing the individual apartments externally within the visual rhythm of the facades is supported; whilst the inclusion of muted panels of colour at soffit level is warmly welcomed, as this will create a striking view from ground level, whilst presenting a calmer elevation within long views.
- However, the panel feels there is scope to bring more richness and joy to the architecture – and make more of the concept of a building inspired by the history of furniture making in the area.
- Balconies provide welcome vertical articulation to the facades. Whilst to the north, winter gardens are a welcome alternative to balconies – the panel would encourage the design team to explore how to give this elevation more depth and interest.
- There may also be scope to give more texture to the lower floors of the building, which will be seen in nearby views. Upper floors could be simpler, and designed with more distant views in mind.

- Fritting of glass on residential balconies (with a pattern inspired by furniture details) is likely to be too subtle to be visible from ground level - especially as the podium will serve to screen views of the first few levels.

#### *Inclusive and sustainable design*

- The panel notes that a sedum roof is proposed for the podium; they would encourage more substantial planting, to enhance views from flats above – and if possible, give private gardens to flats at podium level.
- The panel note that it is difficult to achieve openable windows for natural ventilation within large sheets of glazing; and would like more information on how smaller opening panels or windows will be provided.
- They note that the proposed MVHR system will require a lot of energy in use. An alternative approach would be to design the building fabric to provide exposed thermal mass, to moderate internal temperatures, and reduce the need for mechanical systems.
- Whilst wind issues and down draughts will be largely mitigated through the use of the podium, there may be problems with overheating on the east and west facades where the angle of the sun is lower, and there are large areas of glazing and glass balconies.

#### *Next Steps*

- The panel would welcome a further opportunity to consider the proposals at a Planning Application / Chair's Review meeting.
- They look forward to seeing how the detailed design develops, and in this regard, highlight a number of action points for consideration by the design team, in consultation with Haringey officers.

#### Third Review – 5<sup>th</sup> July 2017

Given the existing permission that has been granted on this site for a tall building, the Quality Review Panel accepts the broad principles of the scheme, and the decisions that have been taken as the design has developed. Whilst understanding the rationale that has driven the reduction in podium height, they feel that further consideration is required for the design of the podium element in order to avoid it looking visually insubstantial compared to the tower above. They welcome the refinements to the articulation of the north façade, in addition to the castellation detail at the roofscape. Prior to planning permission being granted, they would like to see further refinement of some of the detailed design elements of the exterior of the podium and tower, in addition to aspects of the public realm and landscape design, to help ensure that the development frames and supports this important gateway into Hale Village. Further detail on the panel's views is provided below.

#### *Massing, scale and architectural expression*

- Given the previous permission on this site, the panel accepts the broad principles of the scheme, including the scale and massing of the tower and podium.
- They note that the podium has reduced in height since the previous QRP meeting, and that the proposed mezzanine level has been removed.
- They understand that this is to mitigate against the natural increase in height that occurs as the ground level falls across the site, and relative size of neighbouring buildings.

### *Architectural expression*

- The panel recommends refinement of the podium design, to ensure that this appears visually strong enough to support the tower rising above.
- This could include exploring whether the roof garden on top of the podium could be made deeper and more substantial, so that its planting is more visible from street level. This would have potential to add colour, interest and depth to the podium design.
- In addition, a deeper fascia to the roof line of the podium could act as a balustrade to the roof garden whilst also giving increased visual 'weight' to the podium itself.
- The inclusion of a castellated roofline is welcomed by the panel; it will add interest and drama within views of the building locally and further afield.
- The articulation of the north façade is also improved since the previous review. The panel supports the inclusion of the fritted glass detail to the balconies; this could be very successful in providing a visual screen both in and out of the balcony spaces, whilst allowing good levels of light within the apartments.
- The full-width balconies on the south west façade of the tower are a very attractive feature that will celebrate the wonderful views across the city.
- They would encourage greater thought about the colour of the soffits to the underside of the balconies as these will be extremely visible at ground level and further afield.
- The panel remains to be convinced about the single soffit colour specified for the full height of the tower; they question whether a graded approach to the specification of colours would be more appropriate.
- The quality of materials and construction, for example the metal cladding to the tower, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.

### *Public realm and landscape design*

- Potential exists to create a unique and vibrant public realm around the podium. Playful elements could be included within the main public space to the west of the site, and within the pedestrian routes around the podium.
- There are also opportunities within the design of the public realm and landscape to express the history of the site and its links to cabinet-making. This could echo the fritted glass detail at high level in the tower referencing fine wood-working, making this theme more apparent at ground level.
- Awnings (pegged or fixed) adjacent to the café area at the west of the site could provide colour and visual interest, in addition to shade.
- Trees in pots could also help to create a comfortable microclimate for users of the space and the café area, whilst softening and enlivening the public realm.
- The panel notes that the bridge link to Tottenham Hale Station will need to ramp up in order to accommodate the two new rail lines that will be at a lower level. The landing of the bridge link will need to be well-integrated into the design of the public realm at the western end of the site.

#### *Next Steps*

- The panel supports the broad principles and ongoing refinement of the scheme. They highlight a number of detailed points for consideration by the design team, in consultation with Haringey officers.



## Appendix 4: Development Management Forum – Briefing Note

### *Attendees*

14 attendees were present. Residents included those from Egret Heights and Coppermill Heights.

### *Overview*

The Forum was advertised to residents by Haringey Council via A4 signs posted around the site. The Forum was held at The Engine Room cafe. The Forum was led by the Tottenham Strategic Applications Team Manager. Generally, the discussion was robust and attendees had the chance to raise any concerns or questions and have them answered by officers, the applicant, their architects or other representatives.

### *Issues*

<b>Issue</b>	<b>Detail</b>
<b>Fire Safety</b>	The applicant is aware of concerns given the recent disaster at Grenfell Tower. The development would be of a modern design and would be fully sprinklered. Cladding will be high fire rated. Would meet Fire Brigade requirements.
<b>Height</b>	No further increases to the height are planned, above the 33 storeys submitted.
<b>Affordability</b>	Development would be an affordable product for London, with 90% of the units eligible for Help to Buy support.  Shared ownership properties are also proposed.
<b>Build Times</b>	If development is heard at committee in October and receives approval, then anticipate starting in first quarter of 2018.
<b>Bridge Connection to Station</b>	Bridge is expected to start in Summer 2018. In discussion with TfL. Bridge is expected to be finished before the proposed building.

Other issues raised:

- None.



**D&P/4180/01**

**23 August 2017**

**SW Plot Hale Village (Hale Works), Tottenham Hale  
in the London Borough of Haringey  
planning application no. HGY/2017/2005**

### **Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

### **The proposal**

A full application for a mixed-use development ranging from 11 to 33 storeys, comprising 1,588 sq.m. of commercial space, 279 residential units, roof garden, landscaping, basement car and bicycle parking, and associated plant.

### **The applicant**

The applicant is **Anthology**, and the architect **Hawkins Brown**.

### **Strategic issues summary**

**Affordable housing:** 15% (by habitable room) of the total units, or 48% of the uplift, made up of 100% intermediate shared ownership. Across the masterplan site, this would result in the overall delivery of 47% affordable housing. GLA officers will work with the Council and the applicant to maximise affordable housing provision, and in the context of the Mayor's Affordable Housing and Viability SPG, will robustly scrutinise the viability assessment, including the affordability of shared ownership units and potential grant funding. Early and late viability reviews must be secured in accordance with the SPG. (Para's 19-26)

**Urban design and tall buildings:** The applicant should replace a proportion of those units that have additional internalised floorspace instead of private external amenity space, with winter gardens. (Para's 31-38)

### **Recommendation**

That Haringey Council be advised that the application does not yet comply with the London Plan, for the reasons set out in 50 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

1 On 14 July 2017, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has until 23 August 2017 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1A, 1B(c), and 1C(c) of the Schedule to the 2008 Order:

- 1A. *“Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.”*
- 1B(c) *“Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 square metres.”*
- 1C(c) *“Development which comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London.”*

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been taken into account in the consideration of this case.

5 The Mayor of London's statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## **Site description**

6 The 0.27-hectare vacant site is the last remaining plot to be built out within the Hale Village masterplan area. The masterplan site formerly contained warehousing and associated structures, which were demolished in 2008-9. It is bound to the west and north by Daneland Walk, with a 12 storey Unite student block, with ground floor commercial uses, to the north (Emily Bowes Court); the 8-storey residential block, with office uses on lower floors, to the east (Coppermill Heights); Tottenham Hale Station and railway lines to the west; and to the south by Ferry Lane (A503), beyond which is a green public space.

7 The site is within the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone (Phase 1).

8 The nearest section of the Transport for London Road Network (TLRN) is the Hale/Broad Lane junction, approximately 200 metres to the west of the site. The nearest section of the Strategic Road Network (SRN) is the A1010 High Road, approximately 1.4 kilometres to the north-west. The nearest station is Tottenham Hale,

which is approximately 100 metres to the west of the site, providing access to rail services between Liverpool Street, Cambridge and Stansted Airport; and underground services on the Victoria Line. With the forthcoming redevelopment of the station, a new pedestrian footbridge will link directly into Hale Village opposite the site. A taxi rank and bus station are also located at Tottenham Hale, with the latter providing access to six bus services. The nearest bus stops to the site are the pair of Mill Mead Road bus stops, which are located just south of the site on A503 Ferry Lane, served by routes 123, 230, N73 and W4. The public transport accessibility level (PTAL) of the site ranges from 5-6a (on a scale of 1 to 6, where 6 is excellent and 1 is very poor).

## Details of the proposal

9 A full application for a mixed-use development ranging from 11 to 33 storeys, comprising 1,588 sq.m. of commercial space (flexible A1/A3/A4/B1/D1 uses), 279 residential units, together with roof garden and associated landscaping, the provision of 36 basement car park spaces, 466 bicycle spaces, and associated plant. The ground floor podium has been designed to provide three retail units, with opportunities to further sub-divide.

## Case history

10 Outline planning permission was granted for the Hale Village masterplan site in October 2007 (GLA Ref: PDU/1322/02, 20 June 2007) for the '*development of a mixed use scheme comprising up to 1,210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), creche (D1) and a primary school, with provision for underground and on-street car parking, within separate building blocks ranging in height from 1 to 18 storeys*', with 26.5% affordable housing. The parameter plans for the SW plot approved a tower of 18 storeys plus podium, maximum height 80 metres, with retail floorspace on the ground floor, residential accommodation and hotel on the upper floors. Unit numbers and floorspace were not set by the outline consent. There was a requirement that reserved matters applications were submitted (but no requirement for them to be determined) by 31 March 2015. In March 2015, a reserved matters application (LPA Ref: HGY/2015/0795) was submitted to extend the permission, and a Section 73 application (LPA Ref: HGY/2015/0798) to remove the hotel use from the consent. This proposed a 19-storey building accommodating 196 market residential units, consisting of one, two and three bedroom units, and 1,600 sq.m. of retail floorspace.

11 On 25 January 2017, a pre-application meeting was held for a residential-led scheme of up to 33-storeys, comprising approximately 290 residential units, 1,500 sq.m. of non-residential space at ground/mezzanine level, with 54 car parking spaces at basement level, and associated refuse, plant and cycle storage. The GLA's pre-application advice report of 9 February 2017 concluded that the principle of the proposal was supported; however, issues relating to affordable housing, housing, urban design and tall buildings, inclusive design, transport, and climate change should be addressed in any planning application.

12 A second meeting took place on 17 February 2017, for which further advice on urban design issues was provided.

13 A third meeting took place on 17 May 2017 in response to the concerns expressed by GLA officers over the approach to affordable housing provision. The GLA's pre-application advice report of 5 July 2017 concluded that there are valid reasons for the proposed approach to the benchmark land value and the calculation of affordable housing on the uplift in floorspace, subject to the outcome of viability assessment, as discussed later in this report.

## **Strategic planning issues and relevant policies and guidance**

14 The relevant issues and corresponding policies are as follows:

- Opportunity Areas *London Plan*
- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; Housing Strategy; Affordable Housing and Viability SPG*
- Density *London Plan; Housing SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Inclusive design *London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; the Mayor's Transport Strategy*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

15 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2013), the Alterations to Strategic Policies (July 2017), the Saved Policies within the Unitary Development Plan (July 2017), the Site Allocations DPD (July 2017), the Development Management DPD (July 2017), the Tottenham Area Action Plan (July 2017), and the London Plan (Consolidated with Alterations since 2011).

16 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) (July 2013).

## **Principle of development**

Residential/town centre uses

17 The site lies within the Upper Lee Valley Opportunity Area, as identified in London Plan Policy 2.13 and Table A1.1, which states that the Opportunity Area is capable of accommodating at least 20,100 homes up to 2031. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,502 new homes per year in Haringey between 2015 and 2025. The site is also located within the Tottenham Housing Zone, which has a target for 2,000 new homes to be delivered by 2025. The Tottenham Area Action Plan (AAP) identifies the site as within the potential District Centre and identifies the site as part of site allocation TH8 Hale Village, which has a target of 253 residential units for the SW plot and 1,800 sq.m. of town centre uses. The proposal for 279 residential units is strongly supported on this long vacant site, in line with London Plan Policies.

18 London Plan Policies 2.15 'Town Centres', 4.7 'Retail and town centres', 4.8 'Supporting a successful and diverse retail sector' and supplementary planning guidance 'Town Centres' provide support for town centres as the focus for retail uses. The proposal for 1,588 sq.m. of commercial space (flexible A1/A3/A4/B1/D1 uses) at ground floor level, providing three units with opportunities to further sub-divide in response to market demand, is supported in line with London Plan and other policies.

## Affordable housing

19 The proposal includes 279 residential units, as set out below:

Unit size	Intermediate (shared ownership)	Market	Total
Studio	0	10	<b>10</b> (4%)
1 bedroom	23	87	<b>110</b> (39%)
2 bedroom	20	129	<b>149</b> (53%)
3 bedroom	0	10	<b>10</b> (4%)
<b>Total</b>	<b>43</b>	<b>236</b>	<b>279</b>
	<b>15% of total, or 48% of the uplift (by hab room)</b>		

20 London Plan Policy 3.9 'Mixed and Balanced Communities' seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. The Mayor's Affordable Housing and Viability SPG introduces a threshold approach, whereby schemes meeting or exceeding 35% (by habitable room) affordable housing without public subsidy are not required to submit a viability assessment, and are not subject to late-stage viability reviews.

21 The application proposes 15% affordable housing. Based on the uplift in floorspace of the current 279-unit proposal, compared to the 196-unit proposal, the affordable housing represents 48% (by habitable room), without grant funding. The original outline planning permission secured 26.5% of the 1,210 units as affordable housing; however, 542 affordable units have been delivered to date, which equates to 45% of the 1,210 units originally permitted, and 57% of the 959 units built to date. Together with the proposals for the SW plot, the total number of units would increase to 1,238, with 585 affordable units representing 47%. The original 26.5% affordable provision was delivered without public funding; however, the increase level was achieved through public funding from the Homes and Communities Agency. As the masterplan site has significantly over-provided affordable housing against that originally proposed, a reserved matters application could therefore come forward with no affordable housing provision.

22 It should also be noted that the site is within the Tottenham Housing Zone, which has a target for 2,000 new homes by 2025, of which a minimum of 700 (35%) will be affordable. The current 279 units proposed on the SW plot have been calculated within this overall 2,000 home target for the Housing Zone, but without any affordable provision. As a result, any affordable provision within the SW plot would be additional, and would result in an increase beyond the overall 35% Housing Zone target.

23 Notwithstanding this, GLA officers will work with the Council and the applicant to maximise affordable housing provision, and in the context of the Mayor's Affordable Housing and Viability SPG, will robustly scrutinise the viability assessment. The Mayor's SPG makes clear that applications that do not meet the 35% threshold without grant funding will be subject to an early and a near-end viability review. Both reviews must therefore be secured in the section 106 agreement, with full details contained within the SPG.

24 The Mayor's SPG also sets out a preferred tenure split of at least 30% low cost rent social rent, or affordable rent (significantly less than 80% of market rent); at least 30% intermediate (with London Living Rent and shared ownership being the default tenures); and the remaining 40% to be determined by the local planning authority; however more flexibility is encouraged in Opportunity Areas.

25 The Council's AAP encourages alternative affordable tenures to the social rented accommodation that currently dominates Tottenham, and pre-application advice identified that this highly accessible site adjacent to a station is suited to smaller intermediate tenure units. Therefore, the provision of all affordable units as shared ownership is acceptable in this case.

26 Of the intermediate units, it is proposed that 50% are affordable to those with annual household incomes of between £30,000 and £40,000, which is in line with the Mayor's SPG and is welcomed. The remaining 50% are proposed as affordable to those on incomes up to £90,000. The applicant's viability assessment has considered scenarios with lower income limits, as well as grant funding, which will be rigorously assessed by the Council and GLA officers to ensure an appropriate range of affordability is secured.



## **Housing**

### Density

27 London Plan Policy 3.4 'Optimising Housing Potential' states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. The site is within an 'urban' setting where the density matrix sets a guideline of 45-260 units or 200-700 habitable rooms per hectare with a PTAL of 4-6.

28 The density proposed is up to 1,029 units per hectare. While this is above the density range, it is symptomatic of a tall building on a small site. The London Plan notes that density ranges should not be applied mechanistically and other local factors support higher density development, such as the provision of open spaces in the wider masterplan area and within Lee Valley Regional Park; the location in the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone; and the high accessibility of the site adjacent to Tottenham Hale Station, intended to be a Crossrail 2 stop. The density proposed may therefore be acceptable, subject to resolution of design and residential quality issues raised below.

### Children's play space

29 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Further detail is provided in the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum.

30 The child yield is expected to be 19, with 12 under-fives. A total of 198 sq.m. of play space is proposed on the 'sky garden' at level 11, which will be accessible to all residents, with an internal residents' lounge overlooking. Furthermore, Hale Village already includes 6,538 sq.m. of play space, and the facilities of Down Lane Park and the Paddock Community Nature Park are within a 5-minute walk from the site. The proposals are therefore acceptable.

## **Urban design and tall buildings**

31 The applicant proposes a new residential building that completes the Hale Village masterplan, improving the surrounding streetscape, connecting to neighbouring routes, and creating a public space addressing the station, which is supported. Servicing is located in the basement, which allows very good levels of active frontage at ground floor level, including a generous residential lobby. The non-residential uses are contained within a podium, extending beyond the footprint of the residential tower, which improves privacy and limits noise impacts for the residential units on lower levels.

32 The constrained site results in a triangular building floorplan, which poses challenges in the layout of residential floors; however, the applicant has responded well to concerns raised at pre-application stage. The Mayor's Housing SPG states that each core should accommodate no more than 8 units on each floor; however, levels 1-10 have 11 units. Having considered layout options extensively at pre-application stage, this is acceptable in this case considering the generous lift lobbies, limited length of corridors, and the constraints of the building footprint.

33 The proposal maximises dual aspect units, and projecting bays to living spaces are provided for all single aspect units, allowing a degree of cross ventilation and improved aspect, which is welcomed.

34 All units facing to the south and west are provided with private outdoor amenity space, which also helps to mitigate against sunlight overheating. However, units facing north and east (approximately 40% of the units spread across tenures and sizes) are provided with additional internal amenity space in place of balconies, which the applicant justifies as a reflection of limited sunlight reaching any balconies; wind impacts on balconies at high levels; noise impacts at low levels; and market demand for a choice of units both with and without private external amenity space. The additional internalised amenity space is equivalent in size to the space provision required for external amenity space, configured to be an extension of the main living space, with generously sized windows to maximise light and a splayed window to increase aspect. The Mayor's Housing SPG states that in exceptional circumstances, where site constraints make it impossible to provide private open space for all dwellings, a proportion may instead be provided with additional internal living space equivalent to the area of the private open space requirement. However, the characteristics of this site are not particularly exceptional, being likely to apply to most tall buildings, and the large proportion of units with no private external amenity space therefore raises concern, as it limits prospective residents' choice. This is especially concerning as the applicant presented some innovative options for winter gardens at pre-application stage. Therefore, the applicant should replace a proportion of those units that have additional internalised space, with winter gardens. The Housing SPG suggests this as an alternative to open balconies; however, winter gardens must have a drained floor and must be thermally separated from the interior.

35 It is noted that all units have access to a landscaped 'sky garden' measuring 198 sq.m., and adjacent residents' interior amenity space on level 11, which adds to the residential quality of the proposal.

36 The site is appropriate for a tall building, being highly accessible adjacent to Tottenham Hale station, and the outline planning permission approved a building of up to 19 storeys. The proposed increase in height to 33 storeys will fully exploit the transport accessibility of the site, potentially including Crossrail 2. It is noted that sites to both the east and the west have recently been granted planning permission for buildings of 21-22 storeys and the townscape views provided do not raise concerns. The height of the building is supported.

37 The applicant's approach to amenity space results in a varied and dynamic facade, with a distinctive 'crown'. The building steps in above level 11, which allows the lower section to relate to the shoulder height of the neighbouring buildings. The massing of the building is supported.

38 The building is proposed to be clad in white metal panels, with warmer colours to balcony soffits. The applicants' intention for a simple palette of colour/material in contrast to the wide range of materials and colour that exist in Hale Village is supported. Detailed design should ensure that the highest standard of cladding is delivered in accordance with the London Plan.

## **Inclusive design**

39 The aim of London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion (not just the minimum). Policy 3.8 'Housing Choice' requires that 90% of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meets Building Regulation requirement M4(3) 'wheelchair user dwellings', that is, designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. A total of 10% (28 units) will be wheelchair accessible or adaptable, including private and affordable tenures and spread across the building. The Council should secure M4(2) and M4(3) requirements by condition.

## **Transport**

40 A total of 36 car parking spaces are proposed, 24 of which are Blue Badge. The restrained provision (ratio 1:8) in this highly accessible location is acceptable in line with London Plan policy; however, the applicant should consider increasing Blue Badge provision to 10% (28 spaces), in line with the London Plan.

41 A total of 438 long stay and 7 short stay cycle parking spaces are proposed for the residential element of the development, which is in line with London Plan standards. In addition, 10 long stay and 28 short stay cycle parking spaces are proposed for the flexible commercial space; however, as a worse-case scenario (in reflection of the flexible use), the London Plan requires 18 long stay and 46 short stay cycle parking spaces and provision should therefore be increased. The internal layout of some of the basement storage rooms requires re-consideration as the aisles are too narrow for users to manoeuvre and park their bicycles without blocking access; the upper level of the two-tier racks is likely to restrict access to the facility; the location of Sheffield stands is likely to restrict access to the cycle storage room; and spaces located behind car park bays have restricted access.

42 The proposed public realm will adjoin a new pedestrian footbridge being delivered as part of the forthcoming redevelopment of the station. The footbridge will benefit the scheme as it will provide residents and visitors with step-free access into the station, as well as a step-free route through the station for non-station users, providing a direct and convenient connection to Tottenham bus station and the emerging district centre. The section 106 obligations relating to the delivery of the

public realm should ensure that the applicant is required to work with TfL to enable the pedestrian footbridge to be linked to the site.

43 Tottenham Hale Station is proposed as a key interchange on the Crossrail 2 route; however, improvement works to the station would be required to create this interchange. Such is the proximity between the site and the station that careful coordination is required between the applicant and Crossrail 2 and a safeguarding condition must therefore be attached to any planning permission to secure detailed design and construction method statements for ground floor structures, foundations and basements and any other structures below ground level. The applicant should confirm that noise mitigation measures will be sufficient to account for the major Crossrail 2 worksite likely to materialise alongside the site.

44 Haringey Council should secure a full delivery servicing plan by planning condition and a construction logistics plan by pre-commencement condition. The travel plan should be secured and monitored through the section 106 agreement.

## **Climate change**

### Energy

45 Based on the energy assessment submitted, an on-site reduction of 156 tonnes of CO<sub>2</sub> per year in regulated emissions is expected for the domestic buildings, compared to a 2013 Building Regulations compliant development, equivalent to an overall saving of 48%. The domestic buildings are required to meet the zero-carbon target and the applicant should therefore ensure that the remaining regulated CO<sub>2</sub> emissions, equivalent to 169 tonnes of CO<sub>2</sub> per annum, are met through a contribution to the Council's offset fund. The carbon dioxide emissions and savings for the non-domestic uses should be submitted before compliance with the London Plan can be determined. The applicant should maximise the potential for on-site renewable technologies installation, including photo-voltaics, and revisit their proposed strategy. Further information has been requested from the applicant, which is required before it can be confirmed that the application meets London Plan requirements.

### Climate change adaptation

46 The site is located within Flood Zone 2, and a flood risk assessment has been undertaken. The development proposals comply with London Plan policy 5.12 'Flood Risk'; however, the lack of a full drainage strategy should be provided before it can be confirmed that the application complies with London Plan policy 5.13 'Surface Water Drainage'. Full comments have been provided direct to the applicant.

## **Local planning authority's position**

47 Council officers have engaged in pre-application discussions with the applicant and are generally supportive of the proposal. The application is expected to be presented to Committee in early October.

## **Legal considerations**

48 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a decision on the application, in order that the Mayor may decide whether to allow the decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

49 There are no financial considerations at this stage.

## Conclusion

50 London Plan policies on Opportunity Areas; affordable housing; housing; urban design and tall buildings; inclusive design; transport; and climate change are relevant to this application. Whilst the principle of the proposal is supported in strategic planning terms, further information is required regarding the following issues before it can be confirmed that the proposal complies with the London Plan:

- **Affordable housing:** 15% (by habitable room) of the total units, or 48% of the uplift, made up of 100% intermediate shared ownership. GLA officers will work with the Council and the applicant to maximise affordable housing provision, and in the context of the Mayor's SPG, will robustly scrutinise the viability assessment, including the affordability of shared ownership units and potential grant funding. Early and late viability reviews must be secured in accordance with the SPG.
- **Urban design and tall buildings:** The applicant should replace a proportion of those units that have additional internalised space, with winter gardens.
- **Transport:** The applicant should consider an increased level of Blue Badge parking; increase the cycle parking to London Plan standard; and reconsider the layout of basement cycle storage. The section 106 obligations relating to the delivery of the public realm should ensure that the applicant is required to work with TfL to enable the pedestrian footbridge to be linked to the site. Crossrail 2 safeguarding, a full delivery servicing plan, and a construction logistics plan should be secured by condition.
- **Climate change:** Further information has been requested from the applicant, including the potential for on-site renewables, which is required before it can be confirmed that the application meets London Plan requirements.