

MAYOR OF LONDON

Graham Harrington
Haringey Council
6th Floor, River Park House,
Wood Green,
London, N22 8HQ

Our ref: GLA/4953/TO/02
Your ref: HGY/2019/2929
Date: 6 July 2020

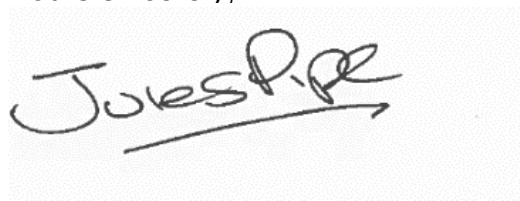
Dear Graham,

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Site: B&M Store - Nos. 867-879 High Road, N17
Local planning authority reference: HGY/2019/2929

I refer to your correspondence of 23 June 2020 informing me that the local planning authority is minded to approve planning permission for the above planning application. I refer you also to the notice that was dated 03 July 2020 under the provisions of article 5(1)(b)(i) of the above Order.

The Mayor has delegated his planning powers to me. Having now considered a report on this case (GLA ref: 4953, copy enclosed), I am content to allow the local planning authority to determine the case itself, subject to any action that the Secretary of State may take, and do not therefore wish to direct refusal or to take over the application for my own determination.

Yours sincerely,

A handwritten signature in black ink, reading 'Jules Pipe', with a horizontal line underneath the name.

Jules Pipe CBE
Deputy Mayor for Planning, Regeneration and Skills

Cc: Joanne McCartney, London Assembly Constituency Member
Andrew Boff, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL
Sean Bashforth, Quod, Ingeni Building, 17 Broadwick Street, W1F 0DE

6 July 2020

**B&M Home Store, 867-879 High Road,
Tottenham****in the London Borough of Haringey
planning application no. HGY/2019/2929**

Strategic planning application stage II 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 Hybrid planning application (part Full/part Outline) for the demolition of existing buildings and structures, and redevelopment of the site for a residential-led mixed use scheme with up to 330 residential units (Class C3), retail/cafe use (Use Classes A1/A3), an area of new public open space, landscaping and other associated works.
The applicant The applicant is Tottenham Hotspur Football & Athletic Co. Ltd. , and the architect is F3 .
Key dates Pre-application meeting: 12 March 2019. Stage 1 reporting: 27 January 2020. Planning Committee: 09 March 2020.
Strategic issues Principle of development: The proposed residential-led redevelopment of this underutilised retail site within an Opportunity Area is strongly supported. Housing: 35% affordable housing by habitable room, split 60.5% intermediate 39.5% Low-Cost Rent (composed 50:50 Social Rent and London Affordable Rent) is supported, meets the Fast Track Route, and improves upon the original 25% affordable housing offer. Grant funding has been explored and early and break review stage reviews are secured. Outstanding urban design, heritage, energy, transport and urban greening matters have also been addressed.
The Council's decision In this instance Haringey Council has resolved to grant permission.
Recommendation That Haringey Council be advised that the Mayor is content for it to determine the case itself, subject to any action that the Secretary of State may take, and does not therefore wish to direct refusal or direct that he is to be the local planning authority.

Context

1 On 20 November 2019 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. The application was referred to the Mayor under the following categories of the Schedule to the 2008

Order:

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

2 On 27 January 2020 the Mayor considered planning report GLA/4953/01, and subsequently advised Haringey Council that the application did not comply with the London Plan, for the reasons set out in paragraph 74 of the above-mentioned report; but that the possible remedies set out in that paragraph of that report could address these deficiencies.

3 A copy of the above-mentioned report is attached. The essentials of the case with regard to the proposal, the site, case history, strategic planning issues and relevant policies and guidance are as set out therein, unless otherwise stated in this report. Since then, the application has been revised in response to the Mayor's concerns (see below). On 9 March 2020 Haringey Council decided that it was minded to grant planning permission for the revised application, and on 23 June 2020 it advised the Mayor of this decision. Under the provisions of Article 5 of the Town & Country Planning (Mayor of London) Order 2008 the Mayor may allow the draft decision to proceed unchanged, direct Newham Council under Article 6 to refuse the application or issue a direction to Newham Council under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application. The Mayor has until 7 July 2020 to notify the Council of his decision and to issue any direction.

4 The decision on this case, and the reasons, will be made available on the GLA's website www.london.gov.uk.

Update

5 At the consultation stage, Haringey Council was advised that the application did not comply with the London Plan and the draft London Plan, for the reasons set out below:

- **Principle of development:** The principle of a high-density residential-led development on this site is supported. However, the outline form of the tower element of the application raises concerns about the quality of the proposals.
- **Affordable housing:** The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable. Accordingly, the applicant must seek to increase the level of affordable housing provision. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intent to publish London Plan and the Mayor's Affordable Housing and Viability SPG.

- **Urban design and historic environment:** The general layout, massing and heights principles are supported. However, there are concerns that the tower isn't included in the detailed application given its prominence and the need to secure exemplary design quality. GLA officers consider that less than substantial harm will be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised.
- **Transport:** The applicant is required to address issues in respect of; Active Travel, disabled persons parking provision and parking management and cycle parking provision, Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition and obligation as appropriate.
- **Climate change:** Further information on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

6 Since consultation stage GLA officers have engaged in joint discussions with the applicant, the Council and TfL officers with a view to addressing the above matters. Furthermore, as part of the Council's draft decision on the case, various planning conditions and obligations have been secured. An update against the issues raised at consultation stage is set out below.

7 Since consultation stage the Mayor has published The London Plan Intend to Publish Version (December 2019), which is now a material consideration which must be taken into account on the basis explained within the NPPF.

8 On 13 March 2020 the Secretary of State issued a set of Directions under Section 337 of the Greater London Authority Act 1999 (as amended) and, to the extent that they are relevant to this particular application, have been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation.

Principle of development

9 The site forms part of a wider site allocation for residential development (Site Allocation NT5) within the Haringey's Tottenham Hale Area Action Plan and forms part of the Tottenham High Road West Masterplan. The site also falls within the Lower Lee Valley Opportunity Area which is identified as having capacity for significant new residential development. As noted at Stage 1, the proposals would contribute to London Plan and the Mayor's intend to publish London Plan housing targets. Given this, the regenerative benefits of the redevelopment of the underutilised retail site and progress on the delivery of the plan-led redevelopment of Tottenham, the proposed development is supported.

Housing

10 Since Stage 1, the applicant revised the affordable housing proposal, increasing the proposed affordable housing to 35% (by habitable room), to address concerns

raised regarding the initial proposal. The illustrative revised housing proposal is detailed in Table 1 below.

Market Housing		London Affordable rent		Social rent		Intermediate (shared ownership)		Total	
Unit	Hab room	Unit	Hab room	Unit	Hab room	Unit	Hab room	Unit	Hab room
225	623	20	66	20	66	65	203	330	958
		105 units (32% by unit) 335 hab rooms (35% by hab room)							

Table 1: Revised housing and affordable housing offer

Affordable housing

11 At Stage 1 the applicant proposed the provision of 25% affordable housing by habitable room (23% by unit), of which 39% would be Social Rent and 61% would be intermediate housing (composed of shared ownership). This offer was considered unacceptable and fell short of the 35% threshold for the Fast Track Route, as per Policy H5 of the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG. The applicant was advised that the proposals must follow the viability tested route and that early and late stage reviews will be required.

12 The applicant subsequently increased the affordable housing offer to 35% by habitable room (35% by unit), with a mix of 39.5% low-cost rent (composed of 50% Social rent and 50% London Affordable Rent (LAR)) and 61.5% intermediate housing. The affordable housing offer includes the provision of 20 social rented homes to provide alternative homes for secure council tenants of the Love Lane Estate as required by Site Allocation NT5. Although 9 fewer Social Rented homes are proposed in the revised offer, the proposals represent a significantly improved overall affordable housing offer which includes 11 additional Low Cost Rented homes and 18 additional intermediate homes. The s106 agreement secured Haringey with the first right of refusal to both the Social Rented and London Affordable Rented homes. The application meets the Fast Track Route and the revised affordable housing offer of 35% is strongly supported. The Council has secured the affordability levels, including reduced income thresholds, ensuring all of the affordable housing would be genuinely affordable. Early stage and break viability reviews have been secured within the Section 106 agreement.

13 The development is composed of 7 blocks of which 2 (Blocks C and G) would be entirely affordable, 2 (Blocks D and E) would be mixed tenure and the remaining blocks would be comprise market housing. This approach is supported as this would enable Low Cost Rented housing within the development to be managed separately by a Registered Provider. The draft S106 restricts the occupation of more than 50% of the market housing until the affordable housing units have been constructed and completed.

Urban design

14 At Stage 1, the concern was raised around securing the quality of the 29-storey tower element (Block B) of the development given the outline form of the application. The applicant has provided a number of revisions to the illustrative scheme which include, but are not limited to: amendments to the material treatment, an improved entrance and articulation of a top/middle/base of Block A and improved articulation of the base/middle/top architecture, improvements to the façade treatment to improve perceived proportionality and a double-height entrance enhance visibility and legibility of the Block B, the Council has secured these revisions in a revised Design Code. In addition to the above, the applicant has committed to ensuring that all future reserved matters applications will be subject to a review by LBH's independent Quality Review Panel. This commitment has been secured by condition. Given the above, GLA Officers are satisfied that a development of sufficiently high quality would be delivered.

15 All other design comments including clarification of pedestrian movement at the base of the tower and active frontages, have been resolved.

Fire safety

16 In accordance with the Mayor's intend to publish London Plan Policy D12, the submission of a fire statement, produced by a third party suitably qualified assessor is proposed to be secured by condition. Provision of fire evacuation lifts in line with the Mayor's intend to publish London Plan Policy D5 is secured by condition.

Heritage Impacts

17 At Stage 1, GLA officers advised that less than substantial harm would be caused to heritage assets by the proposals.

18 In accordance with paragraph 196 of the NPPF, where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In carrying out this balance, in accordance with the statutory requirements, great weight and importance should be attached to harm to designated assets.

19 Having regard to these matters, GLA officers consider any harm to heritage assets to be less than substantial and outweighed by the public benefits of the scheme which would be secured as part of the planning permission, which include the delivery of 105 new affordable homes (equating to 35% by habitable room) including the delivery of Social Rented homes as a contribution towards providing alternative appropriate housing for council tenants living on the Love Lane Estate, up to 330 new homes contributing to the boroughs housing delivery targets, assistance in the delivery of the Tottenham High Road West Masterplan, substantial improvements in the quality of the existing environment through the redevelopment of the underutilised site, improved public realm and optimising the use of the site.

Inclusive design

20 The Council has secured 10% of the units to meet M4(3) and the remainder to meet M4(2) wheelchair accessible requirements within the draft S106 agreement. An appropriately worded condition is proposed to ensure that at least 10% of the hotel rooms would be wheelchair accessible.

Climate change

Energy

21 At Stage 1, the applicant was required to provide further information on the heat network and configuration of the energy centre are required in order to confirm conformity with London Plan Policy requirements. Further information is also required on carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

22 The applicant has provided further evidence of correspondence with Haringey regarding connection to the North Tottenham Decentralised Energy Network (DEN). A drawing showing the route of the heat network linking all buildings on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centre. The applicant has confirmed that the proposed energy centre will be designed to allow a retrofit connection to the network. Gas boilers are proposed in the interim period pending a time at which the development can connect to the DEN. The application therefore meets London Plan Policy 5.6 and the Mayor's intend to publish London Plan Policy SI3 on the heating hierarchy and connection to district heating networks. The applicant has modelled further energy efficiency measures and an appropriately worded condition is proposed that would require the applicant to undertake a revised energy strategy prior to the commencement of the detailed phase or the submission of reserved matters which would enable further energy modelling to demonstrate that it has maximised energy efficiency for the domestic, non-domestic and heritage buildings within the development.

23 Further information has been provided to demonstrate how cooling demand will be managed in line with the cooling hierarchy. All dwellings within the detailed element will comply with the TM59 criteria on overheating. Conditions securing overheating mitigation for the detailed element and for the Reserved Matters applications to be accompanied by a further overheating assessment. The proposal therefore meets London Plan Policy 5.9 and the Mayor's intend to publish London Plan Policy SI4 on cooling and overheating.

24 The applicant is proposing to install 49.5 kWp of Photovoltaic (PV) panels equating to circa 330 m² of net PV area and 37,645 kWh of electricity generation. A condition has been secured requiring the applicant to submit an updated energy strategy. This meets the requirements of London Plan Policy 5.7 and the Mayor's intend to publish London Plan Policy SI2 on energy efficiency and renewable energy.

25 The carbon dioxide savings meet the on-site target set within Policy 5.2 of the page 6 London Plan, and a carbon offset contribution of £266,800 has been secured in the s06 agreement. A carbon offset contribution has been secured to account for the scenario where the development connects to the DEN. A mechanism in the S106 has been agreed to secure an additional carbon offset contribution if the development is not connected to the DEN 10 years.

Urban greening

26 The applicant has provided further information on the urban greening factor (UGF) of the development, which would be 0.5 as such, the level of urban greening proposed is acceptable.

Transport

27 An Active Travel Zone (ATZ) assessment was requested at stage 1. Whilst this has not been provided, it is recognised that improvements for walking and cycling are being secured within and adjacent to the site as part of a masterplan. Given these improvements, the absence of an ATZ assessment is acceptable in this instance. Further to this, the Council has secured planning conditions for the submission and approval of; a Car Parking Management Plan, Service Management Plan, car parking; EVCP provision, cycle parking, Demolition and Construction Logistics Plan and Travel Plan. A contribution towards enhancing the bus network has not been secured. However, further information has been provided which shows the impact of the development on the local bus network to not be severe. As such, the transport issues raised as part of the Stage 1 response have been satisfactorily resolved.

Response to consultation

28 Haringey Council carried out two consultations on the development, the first in November 2019 and the second in February 2020. The Council sent out a total of 2,249 consultation letters as well as: 7 letters to Residents' associations, 2 letters to Haringey based organisations, notifications through the local press and to statutory and non-statutory organisations. 10 site notices were also posted around the site. The Council received 9 responses: 4 objections and 4 in support, in addition and 1 neutral comment. The comments are summarised as follows:

- Inappropriate form of development (high rise tower and flats);
- The development would lead to tenure segregation
- Under provision of affordable housing]
- The development would adversely impact daylight and sunlight to neighbouring properties
- Potential overlooking and loss of light due to proximity of buildings to neighbouring development
- Tower should be repositioned to improve visual cohesion between all the developments in the high road west masterplan.
- Pre-school facilities should be provided by the development.
- Lighting and CCTV should provided on routes through the development.
- More detailed consideration needed for site boundary with Cannon Road development.
- The development should provide opportunity to share services/reduce service charges with adjoining development.

29 The responses in support are summarised as:

- New residential homes, retail/cafe use and a new public open space will have wider benefits for the local area.
- The development would improve the appearance of the local area.

- The proposed development would further THFC's capacity to help regenerate the area and build community links.
- The scheme is well designed and would integrate with adjoining development well.

30 The neutral observations can be summarised as:

- Further detail should be provided for to clarify impact of towers on views from existing development.

Statutory and non-statutory organisations

31 Responses from statutory bodies and other organisations:

- **Cadent Gas** – no objection but require informing when a decision is made regarding the application.
- **Greater London Archaeological Advisory Service (GLAAS)** – A field evaluation must be undertaken prior to a decision being issued. A condition securing a two stage a two-stage process of archaeological investigation comprising evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation has been secured by the Council.
- **Metropolitan Police Service** – no objection, subject to a secured by design condition and associated informative, which are proposed to be secured.
- **Environment Agency** – No comments as application judged to have low environmental risk.
- **Historic England** – No comments
- **London Borough of Enfield (LBE):**
 - Concerns the uplift in residential density may impact school provision within Enfield. Justification sought to demonstrate no impact on LBE social infrastructure. – Haringey Council Officers are satisfied that, given sufficient capacity in schools in Haringey, the proposed development is unlikely to have a significant impact on LBE schools.
 - Concerns the development would result in overspill parking onto non-CPZ LBE streets north of the site. A contribution towards Assessment of and appropriate mitigation, in the form of a contribution to a CPZ towards consultation/implementation of a CPZ being established to cover relevant LBE streets. – A baseline car parking survey and monitoring of LBE roads has been secured by within the s106, including a mechanism for a financial contribution towards consultation/implementation if monitoring indicates a material impact from the development
 - The Transport assessment does not take account of committed development within LBE – Haringey Council officers consider the TA's methodology and scope is acceptable.
 - Views should be taken into account in terms of the highest part of the development to establish harm to Fore Street Conservation Area. A view from within Fore Street Conservation Area is included within the applicant's TVIA and has been considered in the assessment undertaken.
- **Network Rail** – no objection
- **Natural England** – no objection
- **Thames Water** – no objection regarding foul and surface water infrastructure. Conditions recommended to safeguard infrastructure assets within the site.

Given the identified inability of the existing water network infrastructure to accommodate the needs of this development proposal a Grampian style condition restricting development until the necessary infrastructure is in place. The above conditions and informatives have been appropriately secured.

32 Issues raised by objectors have been considered in this report, the Mayor's Stage 1 report, and the Council's committee report of 9 March 2020. The Council's Planning Committee granted the application for the reasons set out in paragraph 3 of this report.

Section 106 agreement

33 The draft S106 agreement includes the following provisions:

- Provision of on-site affordable housing comprising 35% (by habitable room); tenure mix of 60.5% intermediate and 39.5% Low-Cost rent (Split 50:50 Social Rent and London Affordable Rent)
- Haringey Council to be offered first right of refusal on Low-Cost Rented homes
- Early stage and break review affordable housing review mechanisms;
- Monitoring of affordable housing delivery to the London Development Database;
- Infrastructure Provision – Financial contributions:
 - a) Community Space - £443,190
 - b) Library - £483,450
- Public Open Space Access and Management Plan for the approved public realm and publicly accessible open spaces, ensuring public access and future management and maintenance.
- Future Use of Embankment Gardens and Pickford Yard Gardens amenity space by residents of approved and proposed buildings immediately to the south in the wider masterplan area (subject to reasonable endeavours).
- SuDS Management Plan and maintenance of SuDS features.
- Future Connectivity & Access Plan
- Car Parking: Permit free arrangements
- Enfield CPZ survey, monitoring and contribution.
- Residential Travel Plan & Car Club arrangements
- Establishment or operation of a car club scheme
- £3,000 for monitoring of the travel plan initiatives.
- Car Parking Design & Management Plan for each Phase – (including provision of Electric Vehicle Charging Points and provision and management of disabled car parking spaces
- Delivery Servicing Plan
- Highways Agreement
- Employment & Skills Plan - Including Construction apprenticeships Support Contribution and Skills Contribution
- Commitment to Haringey Construction Partnership.
- Temporary heating solutions
- Future connection to District Energy Network
- Submission of Energy Plan
- Carbon offsetting - Developer to pay an agreed initial carbon offset amount upon commencement; Developer to pay an agreed deferred carbon offset amount if no connection to a DEN is forthcoming after 10-years of completion.

- Commitment to Considerate Contractors Scheme.
- Borough monitoring costs (approx. £26,000).

Legal considerations

34 Under the arrangements set out in Article 5 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor has the power under Article 6 to direct the local planning authority to refuse permission for a planning application referred to him under Article 4 of the Order. The Mayor may also leave the decision to the local authority. In directing refusal the Mayor must have regard to the matters set out in Article 6(2) of the Order, including the principal purposes of the Greater London Authority, the effect on health and sustainable development, national policies and international obligations, regional planning guidance, and the use of the River Thames. The Mayor may direct refusal if he considers that to grant permission would be contrary to good strategic planning in Greater London. If he decides to direct refusal, the Mayor must set out his reasons, and the local planning authority must issue these with the refusal notice. If the Mayor decides to direct that he is to be the local planning authority, he must have regard to the matters set out in Article 7(3) and set out his reasons in the direction.

Financial considerations

35 Should the Mayor direct refusal, he would be the principal party at any subsequent appeal hearing or public inquiry. Government guidance emphasises that parties usually pay their own expenses arising from an appeal.

36 Following an inquiry caused by a direction to refuse, costs may be awarded against the Mayor if he has either directed refusal unreasonably; handled a referral from a planning authority unreasonably; or behaved unreasonably during the appeal. A major factor in deciding whether the Mayor has acted unreasonably will be the extent to which he has taken account of established planning policy.

37 Should the Mayor take over the application he would be responsible for holding a representation hearing and negotiating any planning obligation. He would also be responsible for determining any reserved matters applications (unless he directs the council to do so) and determining any approval of details (unless the council agrees to do so).

Conclusion

38 The strategic issues raised at consultation stage with respect to housing, affordable housing, urban design and historic environment, inclusive design, climate change and transport have been addressed, and having regard to the details of the application, the matters set out in the committee report and the Council's draft decision, the application complies with the London Plan and the Mayor's intend to publish London Plan, and there are no sound planning reasons for the Mayor to intervene in this case.

for further information, contact GLA Planning Unit:

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27 January 2020

**B&M Home Store, 867-879 High Road,
Tottenham****in the London Borough of Haringey
planning application no. HGY/2019/2929****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

Hybrid planning application (part Full/part Outline) for the demolition of existing buildings and structures, and redevelopment of the site for a residential led mixed use scheme with up to 330 residential units (Class C3), retail/cafe use (Use Classes A1/A3), an area of new public open space, landscaping and other associated works.

The applicant

The applicant is **Tottenham Hotspur Football & Athletic Co. Ltd.**, and the architect is **F3**.

Strategic issues

Principle of development: The principle of a high-density residential-led development on this site is supported (Paragraphs 12-15).

Affordable housing: The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered (Paragraphs 16-26).

Urban design and historic environment: The general layout, massing and heights principles are supported. Concerns are raised over the omission of the tower from the detailed application given its prominence and the need to secure exemplary design quality. Less than substantial harm would be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised. The outline form of the tower element of the application raises concerns about the quality of the proposals (Paragraphs 31-48).

Transport: The applicant is required to address issues in respect of Active Travel, disabled persons parking provision and parking management and cycle parking provision. Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition or planning obligation (Paragraphs 51-65).

Climate change: Further information on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions (Paragraphs 66-71).

Recommendation

That Haringey Council be advised that the application does not comply with the London Plan and the intend to publish London Plan, for the reasons set out in paragraph 74 of this report.

Context

1 On 20 November 2019, 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 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan and the intend to publish 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 - 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 of 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 Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The application site is a 1.2 hectare rectangular parcel of land located on the west side of Tottenham High Road. The site comprises primarily a large car park, a large two storey retail store (B&M Home Store), located at the western end of the site and 6 single storey retail units. The site contains two listed (Grade II) Georgian townhouses (867 & 869 Tottenham High Road) and is bound by Brook House school and residential blocks of 5-23 storeys as part of the mixed use Cannon Road development to the north, Tottenham High Road to the east, low rise commercial development and the site known as The Goods Yard to the south, and the tree-lined embankment of the railway viaduct of the London Overground Line to the west. The area to the west beyond the railway is predominantly in low-rise residential use. Tottenham High Road contains a mix of retail uses as well as Tottenham Hotspur's football stadium to the south-west of the site, which was completed to provide a new stadium, with residential, hotel, sports centre, community and health uses also permitted as part of the scheme (GLA Ref: D&P/2292g/02; LPA Ref: HGY/2015/3000). A small part of the east of the site containing the listed buildings is within the North Tottenham Conservation Area.

6 The site is within the Upper Lee Valley Opportunity Area and the Tottenham Hale/North Tottenham Housing Zone.

7 The site is located on Tottenham High Road, which forms part of the Strategic Road Network (SRN). The closest part of the Transport for London Road Network (TLRN) is the A406 Angel Road, 800 metres north. The nearest station is White Hart Lane, 300 metres south, served by the London Overground, providing connections north to Enfield and Cheshunt and south to central London via Hackney. TfL has recently made enhancements to White Hart Lane station, providing increased station capacity, step-free access and additional ticket vending machines. The closest London Underground station is Tottenham Hale on the Victoria line, 2.1 kilometres south. The nearest bus stop is on the A1010 High Road Tottenham at Brantwood Road served by routes 149, 259, 279, 349 and N279. These routes provide direct connections to destinations including Enfield, Edmonton, Dalston, Finsbury Park, and other parts of Tottenham. The site has a Public Transport Access Level (PTAL) of 4 on a scale of 0 to 6b, where 6b represents the highest level of connectivity. The closest part of the Strategic Cycle Network is 600 metres south of the site at Church Street.

Details of the proposal

8 The proposal is in the form of a hybrid planning application, comprised of full and outline elements. Outline planning permission is sought for the demolition of existing buildings and construction of a residential-led mixed-use development in buildings of up to 29 storeys, comprising up to 35,000 sq.m. of residential floorspace (up to 330 units), and up to 102.2 sq.m. of non-residential space (Use Classes A1 and A3). Details of layout, scale, appearance, and landscaping within Blocks A, B and C are reserved for later approval. Details of appearance and landscaping only are reserved in relation to proposed Block E, and detailed permission is sought for Blocks D and G, including the change of use of the listed buildings (Block F). Works to the listed buildings are also subject of a separate listed building application with the outline application subject to parameter plans, design codes, and a development specification. An illustrative scheme is included in the design and access statement, which shows how the application could be delivered at reserved matters.

Case history

9 A series of pre-planning application meetings have been held between the applicant, Haringey Council and the Greater London Authority with an in-principle meeting held with the GLA on 06 February 2019 and a further detailed meeting on 12 March 2019. GLA officers concluded that, noting the existing use and the site allocation, the principle of high quality high density residential-led mixed use redevelopment of this site would be strongly supported in strategic planning terms. Further information was suggested relating to housing, urban design, and transport prior to the submission of any application.

Strategic planning issues and relevant policies and guidance

10 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 (2017), Development Management DPD (2017), and Site Allocations DPD (2017); Tottenham Area Action Plan (2017); and the 2016 London Plan (Consolidated with Alterations since 2011).

11 The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- The London Plan intend to publish version (December 2019). In line with paragraph 48 of the NPPF, the weight attached to the intend to publish London Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.
- Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013)
- The Tottenham High Road West Masterplan Framework (2014).
- Opportunity Areas *London Plan; intend to publish London Plan*
- Housing *London Plan; intend to publish London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; intend to publish London Plan; Housing SPG; Housing Strategy; draft Housing Strategy; Affordable Housing and Viability SPG*
- Urban design *London Plan; intend to publish London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Historic environment *London Plan; intend to publish London Plan*
- Inclusive design *London Plan; intend to publish London Plan; Accessible London: achieving an inclusive environment SPG*
- Transport *London Plan; intend to publish London Plan; Transport Strategy; draft Transport Strategy*
- Climate change *London Plan; intend to publish London Plan; Sustainable Design and Construction SPG; Climate Change Adaptation Strategy; Climate Change Mitigation and Energy Strategy; Water Strategy; draft Environment Strategy*

Principle of development

12 The site falls within the Upper Lee Valley Opportunity Area, for which the London Plan and the Upper Lee Valley Opportunity Area Planning Framework (OAPF, 2013) identify an employment capacity of 15,000 and at least 20,100 new homes. The Mayor's intend to publish London Plan identifies the Opportunity Area's capacity for at least 21,000 new homes and 13,000 new jobs.

13 The Council's Tottenham Hale Area Action Plan (AAP, 2017) identifies the site as a relatively small part of Site Allocation NT5: High Road West, which envisages masterplanned, comprehensive development to create a new residential neighbourhood and a new leisure destination for London including a new public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure. The indicative capacity for the Site Allocation is 1,200 homes, 4,353 sq.m. of commercial space, 11,740 sq.m. of town centre uses, and 1,200 sq.m. of other uses. The Tottenham High Road West

Masterplan Framework (2014) shows the application site comprising of medium density residential use with a new community park.

Residential

14 Policy H1 'Increasing Housing Supply' and Table 4.1 of the Mayor's intend to publish London Plan sets Haringey a 10 year housing target of 15,920 (increased from 15,019 in the current London Plan) per year between 2019/20 and 2028/29. The site is allocated for residential-led development in the Tottenham AAP and the Masterplan Framework. The redevelopment of the site including up to 35,000 sq.m. of residential floorspace (up to 330 units) is in accordance with local Policy and would contribute to London Plan and the Mayor's intend to publish London Plan housing targets and is supported.

Loss of retail floorspace

15 Both London Plan Policy 2.15 and Policy SD6 of the Mayor's intend to publish London Plan adopt a town-centre first approach, which recognises that town centres should be the foci for commercial development beyond the CAZ. London Plan Policy 4.7 and Policy E9 of the Mayor's intend to publish London Plan support a successful and diverse retail sector and resist the loss of retail facilities that provide essential convenience or specialist shopping. The proposed development would result in the loss of approximately 4,800 sq.m of retail floorspace. However, the development is not within a town centre location and the High Road West Masterplan identifies the site for predominantly residential use, with a range of retail uses provided elsewhere within the masterplan area. Furthermore, the existing big box retail use within the site does not provide a specialist or essential retail requirement. Accordingly, having regard for the strategic objectives of the site, the loss of retail floorspace is acceptable.

Housing

Affordable housing

16 London Plan Policies 3.11 and 3.12 and Policy H5 of the Mayor's intend to publish London Plan seek to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H6 of the Mayor's intend to publish London Plan identifies a minimum threshold of 35% affordable housing (by habitable room), with an upper threshold of 50% for industrial sites and public land. Applications providing the relevant threshold level of affordable housing before public subsidy; with an appropriate tenure split; having explored potential additionality through grant funding; and, meeting all other relevant Policy requirements and obligations to the satisfaction of the Mayor and the Local Planning Authority can follow the 'Fast Track Route'. Such applications would not need to submit a viability assessment, and would not require a late stage viability review mechanism to be secured as part of any legal agreement attached to any permission.

17 The Mayor's preferred tenure mix is outlined in Policy H7 of the intend to publish London Plan provided as at least 30% low cost rent (social rent or London Affordable Rent), at least 30% intermediate (London Living Rent or shared ownership), and the remaining 40% as determined by the local planning authority. As set out in the

Tottenham Area Action Plan, within the Tottenham AAP area, Haringey requires a tenure split of 60% intermediate accommodation and 40% affordable rented accommodation.

Unit type	Market Housing		Social rent		Intermediate (shared ownership)		Total		unit mix
	Unit	Hab room	Unit	Hab room	Unit	Hab room	Unit	Hab room	
One bed	72	144	5	10	10	20	87	174	27%
Two bed	147	443	16	48	29	91	192	582	59%
Three bed	24	103	8	36	8	35	40	174	12%
Four bed	6	30	0	0	0	0	6	30	2%
Total	249	720	29	94	47	146	325	960	
			76 units (23% by unit) 240 hab rooms 25% by hab room)						

Table 1: Affordable Housing offer on illustrative 325 unit scheme

18 The application proposes 25% affordable housing by habitable room, without public subsidy. The affordable housing tenure mix comprises: 61% intermediate housing (composed of shared ownership) and 39% Low-cost Rent (composed of social rent), as set out in the table above showing a 325 unit illustrative scheme.

19 The proposed affordable housing offer falls significantly short of the 35% Fast Track threshold and is unacceptable as schemes are expected to deliver at least the threshold level of affordable housing without grant or public subsidy and to increase this proportion through the use of grant and other subsidy where this is available. Only where there are clear barriers to delivery and it is fully justified through detailed viability evidence in line with the methodology and assumptions set out in Policy H5 of the intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG, would a lower level of affordable housing be supported. Accordingly, the applicant must seek to increase the level of affordable housing provision.

20 As outlined in policies H5 and H6 of the Mayor's intend to publish London Plan, given the level of affordable housing proposed, the application must follow a viability tested route. The applicant has submitted a financial viability appraisal (FVA) which is currently under review by GLA officers. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan.

21 The Council must publish, in full, the FVA in accordance with Policy H5 of the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information in accordance with the SPG and it is noted that a redacted version of the FVA has been published by the Council. Officers accept that in very exceptional circumstances there may be legitimate reasons for keeping limited elements of viability information confidential. However, for this to be the case, the LPA should be convinced that the public interest in maintaining the exception outweighs

the public interest in disclosing the information. Boroughs should therefore consider this carefully with reference to the 'adverse effect' and overriding 'public interest' tests. At this stage, GLA officers are not aware of exceptional circumstances for this case and expect an unredacted FVA to be published.

22 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made within two years of any permission being granted in accordance with Policy H5 of the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG. Early stage viability reviews may also be required relating to the timing of the submission and implementation of reserved matters applications. A late stage review will be required when 75% of the units are sold or let.

Affordability

23 The low-cost rented units are proposed at social rent levels to enable the Council to utilise the units to decant tenants from the Love Lane Estate should it wish to do so. The provision of the social rent as the low-cost rent component is strongly supported and should be secured as such within any S106 agreement along with any decant agreement between the applicant and the Council.

24 The affordability of the intermediate units are proposed in accordance with the Mayor's qualifying income levels as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. In addition to this, annual housing costs (including service charges, rent and any interest payment) should be no greater than 40% of net household income. Affordability thresholds for all tenures must be secured in the section 106 agreement attached to any permission.

Housing choice

25 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, with affordable family housing confirmed as a strategic priority. Policy H12 'Housing size mix' of the Mayor's intend to publish London Plan states that boroughs should not set prescriptive dwelling size mix requirements for market and intermediate homes; and for low cost rent, boroughs should provide guidance on the size of units required to ensure housing meets identified needs.

26 The applicant states that 14% of the units would be family-sized, defined as three-bedrooms and above, with the mix to be determined at reserved matters stage. In accordance with the London Plan and the Mayor's intend to publish London Plan, it is recommended that the Council secures a minimum proportion of family-sized low cost rent units.

Children's play space

27 London Plan Policy 3.6 and Policy S4 of the Mayor's intend to publish London Plan seek to ensure that development proposals include suitable provision for play and recreation and incorporate good-quality, accessible play provision for all ages, of at least 10 square metres per child, with further detail in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.

28 Based on the applicant's illustrative scheme, this equates to a requirement for 798 sq.m. of play space, with 379 sq.m. for under-fives. On site play space of up to 1,250 sq.m. is proposed in residents' communal courtyards, public open spaces (including the new park), and a dedicated play space, and an indication of the design of play space has also been provided. Any reserved matters application would need to fully detail play space proposals taking account of existing and proposed off-site facilities, which should be appropriately secured and all play areas should be equally accessible to all household tenures.

Fire Safety

29 In line with policy D12 of the Mayor's intend to publish London Plan, development proposals must achieve the highest standards of fire safety and ensure that they: are designed to incorporate appropriate features which reduce the risk to life in the event of a fire; are constructed in an appropriate way to minimise the risk of fire spread; provide suitable and convenient means of escape for all building users; adopt a robust strategy for evacuation which all building users can have confidence in and provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

30 The applicant is as such required to submit a Fire Statement by a third party suitably qualified assessor. The statement should detail how the development proposal will function in terms of: the building's construction; the means of escape; access for fire service personnel and equipment, and the ongoing maintenance and monitoring of these how provision will be made within the site to enable fire appliances to gain access to the building. The Fire Statement should be submitted prior to determination.

Urban design

31 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 and intend to publish London Plan Policy D1 set out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views, and the public realm. New development is also required to have regard to its context and make a positive contribution to local character within its neighbourhood as set out in London Plan Policy 7.4 and intend to Publish London Plan policies D2 and D3.

Density

32 The London Plan and the Mayor's intend to publish London Plan seek to optimise housing capacity, taking into account a range of factors including local context, character, public transport provision and good design. Policies D1 and D3 of the Mayor's intend to publish London Plan place a greater emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out above. The residential density of the proposed development would equate to approximately 271 dwellings per hectare (800 hr/ha). The proposals have been subject to independent design review through Haringey's Quality Review Panel as well as pre-application meetings with GLA

and Haringey Council design officers. The pre-application process has positively informed the evolution of the proposals. The site is located within the Tottenham AAP area where the principle of high density development, including tall buildings, is supported. Accordingly, noting the positive evolution of the scheme in response to the above-mentioned pre-application and design review processes, and having regard to the urban design and residential quality considerations within this report more generally, the proposed density is supported.

Site layout

33 The Council's approach to masterplanning the redevelopment of the area is fully supported in accordance with policies in Chapter 7 of the London Plan and Policies D1 and D2 of the Mayor's intend to publish London Plan. The general layout, massing and heights principles are supported and successfully aligned with the emerging wider context of the Tottenham AAP. The block layouts are arranged around legible residential streets that connect with neighbouring sites as well as framing the northern end of the park, which is welcomed.

34 The ground floor of each block positions a mix of maisonette and 2-bed units with individual front door access to the street with car parking and ancillary servicing areas located away from the primary areas of public realm and within the podiums of blocks C and D. This will help to promote activity, passive surveillance and a sense of ownership for residents.

35 The northern frontage at the base of the tower is taken up by refuse frontage and basement access. There does not appear to be a designated pedestrian footway serving the units to the rear of the tower which consequently risk becoming isolated from the wider scheme. The design team should therefore explore ways to reduce the size of the refuse/ancillary space to allow sufficient space for a safe and accessible footway to wrap around the north and west edges of the tower.

Residential quality

36 London Plan Policy 3.5 and Policy D4 of the Mayor's intend to publish London Plan set out housing quality, space, and amenity standards, and as discussed above, residential quality is particularly important for high density proposals such as this.

37 At the upper levels, residential layouts are efficient with a good distribution of cores and proportion of dual aspect overall. Single aspect south facing units should be designed to avoid overheating through passive measures such as shading.

Height, massing and appearance

38 The submitted Design Code is fairly limited in detail but provides sufficient information to secure the key design principles including definition of the three character areas, architectural principles to each block and landscaping/access principles. The detailed application for blocks D, F and G should be used as a benchmark for securing high design quality for the future phases of the development. Given the limited detail provided in the Design Code, the outline form of the application in relation to Block B raises concerns about the quality of the tower.

Further detail of the appearance of the tower should be submitted to enable this element to be fully assessed.

39 The heights arrangement responds successfully to the pattern and heights of emerging development and sets up a simple increase in height from the east to the west of the site. The tower itself is positioned to appear distinct, with elegant proportions in local views and the design team have given due attention to all four facades. The principle of defining the top, middle and base of the tower is welcomed however, the top of the tower appears poorly resolved at present and the inclusion of corner balconies at this level is questioned given the microclimatic conditions at this height.

40 The architectural treatment to the remainder of blocks is well-considered and appropriate for the proposed typologies and heritage context at the eastern end of the site.

Historic environment

41 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*” and in relation to conservation areas, special attention must be paid to “*the desirability of preserving or enhancing the character or appearance of that area*”. Case law has established that there should be a strong presumption against granting permission that would harm a listed building or the character or appearance of a conservation area. A finding of harm must be given considerable importance and weight.

42 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation; significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset’s physical presence or its setting. Where a proposed development will lead to ‘substantial harm’ to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to ‘less than substantial harm’, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HC1 ‘Heritage conservation and growth’ of the Mayor’s intend to publish London Plan, like London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.

43 The buildings 867 and 869 High Road, Tottenham on the eastern edge of the site are statutorily listed (Grade II) buildings which will be retained and refurbished for residential use. This part of the site is also within the North Tottenham Conservation Area which contains a number of listed buildings focused along Tottenham High Road. Other listed buildings affected by the development include: the Grade II listed ‘Grange’

250 metres to the south of the site, 797 and 799 High Road, and 819 and 812 High Road to the south east. These listed buildings are also located within the North Tottenham Conservation Area. Other Conservation Areas are more than 250 metres to the west, beyond the railway viaduct, and south.

44 An assessment of the impact on heritage assets is contained within the applicant's Heritage Statement which includes an analysis of all heritage assets in the vicinity, and an analysis of the impact of the proposals. This takes account of the applicant's Townscape and Visual Impact Assessment (TVIA), which includes a visual analysis of the impact of the massing parameters on 19 views.

45 The proposals will provide some enhancements to the Conservation Area and its setting, and the setting of the listed buildings at 867 and 869 High Road through the removal of the unattractive car park and fragmented townscape to the rear of the listed buildings, refurbishment works and bringing the listed buildings back into viable use, the creation of a new street immediately to the north of the conservation area lined with good quality buildings, using complementary materials at an appropriate scale and set at comfortable distance. Due to the scale, distance and topography, and having regard for the approved development at the adjacent Good Yards site where the development is visible from other nearby conservation areas, the proposals would not affect their significance.

46 However, although the proposals locate a landmark tall building in an appropriate location as identified in the Masterplan Framework, it is considerably taller than envisaged, rising to 29 storeys, compared to 18 storeys in the Masterplan Framework. As currently proposed, the height of the proposed 29 storey block, will have some impacts on the setting of identified heritage assets if developed to the maximum parameters. The heights proposed in the Masterplan Framework were intended to limit impacts on the Conservation Area and listed buildings when viewed from Tottenham High Road.

47 The Heritage Statement concludes that the impacts are beneficial to heritage assets when considering cumulative impacts with the recently approved development on the Goods Yard site and GLA officers consider that less than substantial harm would be caused to heritage assets by the proposals. The public benefits arising from the proposals include the delivery of new homes, including affordable homes; the regeneration of the site; and new public space. However, as discussed under 'affordable housing' above, the application does not achieve the 35% affordable housing threshold, nor has it been established if the maximum viable amount of affordable housing has been provided, which limits the ability to assess the potential of public benefits. It should be noted that GLA officers must take account of the strong presumption against granting permission that would harm the character or appearance of the Conservation Area, and place considerable importance and weight to the harm caused to the setting of the listed buildings. The public benefits of the proposal could outweigh the less than substantial harm to the HAs but further discussion/interrogation is required in relation to the AH offer and in relation to how the other benefits will be secured/delivered.

48 It is therefore suggested that the applicant should seek to increase the public benefits its proposals would lead to by significantly increasing the level of affordable housing.

Inclusive design

49 London Plan Policy 7.2 and Policy D3 of the Mayor's intend to publish London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum).

50 Policy 3.8 of the London Plan and Policy D5 of the intend to publish London Plan require at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The application materials state that the proposals will meet these requirements and include plans of wheelchair accessible units which the Council should secure by condition as part of any permission.

Transport

Healthy Streets

51 The Mayor's Healthy Streets Approach aims to reduce vehicle dominance, improve air quality, increase walking and cycling, and make attractive places to live, work and do business. All development should to deliver improvements that support the ten Healthy Streets Indicators in line with Policy T2 of the Mayor's intend to publish London Plan.

52 The development should also support the Mayor's aims for all Londoners to do 20 minutes of active travel each day and for at least 80 per cent of trips across London to be made by walking, cycling and public transport by 2041. It is expected that new development makes a greater contribution to achieving this aim, particularly in well-connected parts of London such as the application site.

53 The proposed development provides opportunities to improve connectivity to the north and south which is strongly welcomed. These connections should prioritise walking and cycling.

54 The Transport Assessment does not include a full Active Travel Zone (ATZ) assessment which should be amended to include an ATZ assessment which identifies measures that could support the expected high walking and cycling mode shares. This should also identify locally important walking and cycling routes within a 20 minute cycle radius.

55 Any necessary mitigation identified through this work should be secured in the S106 agreement, S278 agreement or by condition as appropriate.

Car parking

56 The applicant proposes providing 54 car parking spaces for the residential part of the development which the proposed 2 car club parking spaces and 10 disabled persons parking spaces would count towards. Based on development of up to 330 dwellings as set out in the Planning Statement, this yields a car parking ratio of 0.16

spaces per dwelling. Should a lower number of homes be consented, the maximum car parking ratio should be capped at 0.16 spaces per dwelling. Should a greater number of homes be consented, the car parking should be capped at 54 spaces (including disabled persons car parking and car club spaces). The applicant is also strongly encouraged to reduce this level of car parking in order to make better use of land which could provide additional public realm, soft landscaping or cycle parking.

57 Notwithstanding the above, the provision of 12 spaces for electric vehicle charging points (EVCP) and the remainder enabled for passive provision of EVCPs is welcomed.

58 The site sits in a Controlled Parking Zone. In order to protect the residential amenity of the existing community and to prevent overspill car parking, new residents and business should be restricted from applying for parking permits. As set out in the Mayor's intend to publish London Plan, no car parking spaces should be allocated to any particular home and should instead be leased. This also applies to disabled persons car parking.

59 The applicant should show how car parking could be converted to other uses in future, including conversion to additional disabled persons car parking, cycle parking, soft landscaping or public realm. This should be set out in a Parking Design and Management Plan, which should be secured by condition and discharged prior to occupation.

Cycle parking

60 Cycle parking will be provided to the minimum standards as set out in the draft London Plan which is supported. Given the density of the proposed development, the need to achieve a high level of active travel, and the proximity of the Strategic Cycle Network the applicant is strongly encouraged to provide cycle parking above these minimum standards, and that cycle parking spaces are provided for a variety of cycles. Short stay cycle parking for the residential part of the development should be provided at a rate of at least 1 space per 40 dwellings, in line with the standards set out in the Mayor's intend to publish London Plan.

61 A minimum of 5 per cent of spaces should be provided for larger cycles, adapted cycles and cargo cycles. The remaining spaces should be provided via a combination of Sheffield stands and two-tier stands, in line with the London Cycling Design Standards. Short stay cycle parking should be provided in the public realm as close to building entrances as possible.

Public transport

62 The site must be integrated into the local bus network to support the high proportion of trips expected to be made by sustainable modes. Given the proposed scale of development, in addition to cumulative development impacts, a contribution of £450,000 (£90,000 per annum for 5 years) towards bus service enhancement will be required. Further discussions on the content of any obligation including triggers should be undertaken with Transport for London. This should be secured through a section 106 agreement.

63 The Transport Assessment does not include an assessment of how the number of rail trips will be divided between lines and stations, or the impact of the extra trips on lines or stations. This should be addressed.

Managing travel demand

64 Construction works and delivery and servicing will need careful management to deliver Vision Zero objectives. A full Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP), both in accordance with TfL guidance, should therefore be secured by condition. The CLP should be in place before construction commences and the DSP prior to occupation.

65 A full Travel Plan should also be secured by condition and discharged prior to occupation.

Climate change

66 In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the Mayor's intend to publish London Plan, the applicant has submitted an energy strategy, setting out how the development proposes to reduce carbon dioxide emissions. The strategy comprises a range of passive design features and demand reduction measures. Based on the information provided, the detailed domestic element of the proposed development is estimated to achieve a reduction of 19.5 tonnes per annum (16%).

67 The applicant is proposing a site-wide heat network supplied by a centralised energy centre. It has been confirmed that all apartments and non-domestic building uses will be connected to the heat network. Further information on the heat network and configuration of the energy centre are required in order to confirm conformity with London Plan Policy requirements. Further information is also required on carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

68 Based on the submitted energy assessment, the carbon dioxide savings exceed the on-site target set out in Policy 5.2 of the London Plan for domestic and non-domestic uses. Any remaining shortfall in CO2 reductions should be met through a Section 106 contribution to the Council's offset fund in order to meet the zero-carbon target in place for the residential element, in accordance with London Plan Policy 5.2 and Policy SI2 of the Mayor's intend to publish London Plan.

69 The approach to flood risk management and the surface water drainage strategy for the proposed development complies with London Plan Policy 5.12 and 5.13 (and policies SI.12 & SI13 of the Mayor's intend to publish London Plan).

70 The proposed development generally meets the requirements of London Plan Policy 5.15 (and Policy SI.5 of the Mayor's intend to publish London Plan). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

71 The Applicant should calculate the proposed development's Urban Greening Factor, as set out in Policy G5 of the Mayor's intend to publish London Plan and aim to achieve the specified target.

Local planning authority's position

72 Haringey Council officers are currently considering the application.

Legal considerations

73 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.

74 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 draft decision on the application, in order that the Mayor may decide whether to allow the draft 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

75 There are no financial considerations at this stage.

Conclusion

76 London Plan and the Mayor's intend to publish London Plan policies on the principle of development; affordable housing; housing; urban design; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and the Mayor's intend to publish London Plan, for the reasons set out below.

- **Principle of development:** The principle of a high-density residential-led development on this site is supported. However, the outline form of the tower element of the application raises concerns about the quality of the proposals.
- **Affordable housing:** The proposed 25% affordable housing offer falls significantly short of the Fast Track threshold and is unacceptable. Accordingly, the applicant must seek to increase the level of affordable housing provision. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG.

- **Urban design and historic environment:** The general layout, massing and heights principles are supported. However, there are concerns that the tower isn't included in the detailed application given its prominence and the need to secure exemplary design quality. GLA officers consider that less than substantial harm will be caused to heritage assets; further information is required to establish if the full potential of public benefits has been realised.
- **Transport:** The applicant is required to address issues in respect of; Active Travel, disabled persons parking provision and parking management and cycle parking provision, Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition and obligation as appropriate.
- **Climate change:** Further information on the heat network and configuration of the energy centre, carbon emission calculations; energy efficiency measures; overheating; district heating connection potential; renewable energy; heat pump specification; and carbon off-set contributions.

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