

**Haringey Quality Review Panel**

**Report of Formal Review Meeting: High Road West**

Wednesday 27 June 2018

Wood Green Works, 40 Cumberland Rd, London, N22 7SG

**Panel**

Peter Studdert  
Dieter Kleiner  
Esther Everett  
Marie Burns  
Paddy Pugh

**Attendees**

Martin Cowie	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Molly Perman	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects

**Apologies / report copied to**

Emma Williamson	London Borough of Haringey
Nora Begolli	London Borough of Haringey
John McRory	London Borough of Haringey
Ed Santry	London Borough of Haringey
Fred Raphael	London Borough of Haringey
Bruna Varante	London Borough of Haringey

**Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

### 1. Site address

High Road West, Tottenham, London N17

### 2. Presenting team

Lucas Lawrence	Studio Egret West
Allie Piehn	Studio Egret West
Sophie Thompson	LDA Design
Selina Mason	Lendlease
Tom Kirkham	Lendlease

### 3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

### 4. Planning authority's views

The High Road West site, approximately 11 ha, is located in the Northumberland Park ward in North Tottenham, between the Great Anglia railway line and the High Road and adjacent to Tottenham Hotspur Football Club. Policy SP1: Managing Growth identifies High Road West within the North Tottenham Growth Area. It requires development in Growth Areas to deliver new housing and business accommodation, maximise site opportunities, provide appropriate links to, and benefits for, surrounding areas and communities, and provide the necessary infrastructure, whilst also being in accordance with the full range of the Council's planning policies and objectives. The application site is allocated in the Tottenham Area Action Plan (TAAP) as NT5: High Road West, which highlights the need for a comprehensive new residential neighbourhood and a new leisure destination for London.

The Council's development partner, Lendlease, is preparing a masterplan to form the basis of a hybrid planning application: a detailed first phase for redevelopment of Whitehall Mews with the remainder in outline. Given the project's scale and complexity, a number of reviews are likely. This first review session seeks to highlight the key policy requirements and design principles and how these are informing evolution of the masterplan.

The panel's comments are sought on the emerging masterplan, and its response to key policy requirements and established design principles, including the indicative site layout and open space proposals (including public realm), in addition to the scale and massing of indicative development and its relationship to the surrounding area and existing heritage assets.



## 5. Quality Review Panel's views

### *Summary*

The Quality Review Panel is grateful for the opportunity to comment on the proposals for High Road West at this early stage. It appreciates the level of creative thought that has gone into the emerging masterplan, but is unable to support it in its current form. The panel has fundamental concerns about including very tall buildings in this location, and believes that the increase in density from 1,400 homes to 2,500 homes is unrealistic. The applicant should return to a brief that more closely resembles the previously adopted masterplan. The panel would like to see a clear vision of the type of neighbourhoods that will be created at High Road West, which, whilst still delivering high densities, should be of a human scale and based principally on mansion blocks and terraced housing, with taller elements only located to the west of the site along the railway.

The panel has significant concerns about the quality of the two main public spaces being proposed in the master plan. Moselle Square is a particular challenge because of the need to cope with match day crowds as well as provide a local neighbourhood centre that feels safe both in the day and at night-time. The panel questions whether the 'backland' location of the square behind the High Road frontage is the best approach, and suggests that a more generous plaza that opened onto the High Road may provide a better setting for the stadium, as well as being positioned to give better 24 hour surveillance from the High Road. Peacock Park is a very different space as it is the only significant green space serving the new neighbourhood. Greater priority needs to be given to recreation and play here, and the scale of the buildings that define the park need to be of a human scale that minimise overshadowing and wind turbulence. The mixed-use eastern edge will need to be carefully designed to protect and enhance the residential amenities of the park. Further details on the panel's views are provided below.

### *Scope of the review*

The panel understands that this initial review was intended as an introductory overview of the masterplan, and would welcome an opportunity for further review of the emerging scheme and its component parts in further detail as the proposals evolve. Due to time limitations, it was only able to comment at a strategic level, whilst some aspects of the scheme were not considered by the panel during the review. Areas not considered in detail on this occasion include: the southern edge of the masterplan area; the relationship to the Conservation Area at the south of the site; the yards and the High Road; and the detail of the public realm proposals.

The panel queried why a hybrid planning application is being proposed. Whitehall Mews is separated from the main site by the railway embankment, and the detailed application for the redevelopment of this site could be dealt with separately and more quickly if detached from the main application. More time could then be allowed to consider the highly complex outline planning application that would cover the main High Road West site. The panel would welcome clarification on this point.



*Massing and development density*

- The panel is opposed in principle to very tall buildings in this location. It would encourage an approach to heights and development density that is closer to the scale of the High Road West Masterplan Framework approved in December 2014.
- The panel considers that the masterplan should aim to deliver high density principally through mansion block and terraced housing typologies. Taller buildings may be appropriate along the western edge of the site fronting the railway, as proposed in the previously adopted master plan, and a marker building close to White Hart Lane station may also be appropriate if its local microclimatic impact can be contained and if it is of exceptionally high quality in design.
- The tall building on the north side of Peacock Park is particularly inappropriate given the role of the park as the only predominantly residential green space serving the new community. A tower in this location would harm the setting of the High Road Conservation Area, as well as overshadowing the primary school to the north.
- The current proposals represent almost a doubling of the residential development density compared with the previously adopted masterplan, and the panel considers this to be unrealistic.
- The panel considers that the towers that were permitted as part of the stadium redevelopment should not be taken as a precedent for this development as their context is quite different. They will be seen as integral to the large scale of the stadium, and their microclimatic impact will be mostly felt internally within the stadium complex, and not on the wider public realm.
- The panel considers that the current proposals seem comparable in scale / storey heights to recent (and forthcoming) developments at King's Cross and Tottenham Hale. However, it suggests that these locations are significantly different to High Road West in terms of their relationship to central London and the nature of their public transport connections: Kings Cross is a major rail and underground hub; Tottenham Hale is on the Victoria line and served by main line rail; whilst White Hart Lane is in a Zone 3 section of the overground network.
- The panel therefore departs fundamentally from many of the assumptions that underpin the approach to height and scale in the proposed masterplan. Instead it sees this development as an exciting opportunity to show how high densities can be delivered at a human scale without resorting to tower blocks.



*Moselle Square*

- The panel welcomes the commitment to making Moselle Square the heart of the new community, including the provision of generous community facilities. It questions, however, whether it will operate successfully in its proposed form and location.
- The panel accepts that Moselle Square presents a very difficult design challenge. It has to operate effectively on match days both as a gathering place for very large crowds and as part of the busy through route between the stadium and station. But for most of the time it will act as a local neighbourhood centre that needs to feel safe, active and well overlooked both in the daytime and at night.
- The panel wonders whether the proposed 'backland' location behind the High Road frontage is the best approach. It would be interested to see alternatives that, for instance, provided a more generous plaza that was open to the High Road, whilst at the same time giving a clear indication of the route from the stadium to the station. This might have the dual benefits of providing a better setting for the stadium as well as providing more natural surveillance from the High Road.
- The scale of the buildings that contain the square need to be appropriate to its size. A larger square can be fronted by taller buildings, and a view up to a taller building by the station may be an appropriate device to mark a key route. The scheme as presented seems to propose very tall buildings that would loom uncomfortably over the square, and if the size of the square is to remain as proposed, then the scale of the buildings that contain it will need to be reduced.

*Peacock Park*

- The panel suggests that the proposed community theatre building may be more appropriately located at Moselle Square (the civic space), close to other active frontages, rather than at the edge of Peacock Park (more a green residential amenity / park), which is away from key pedestrian routes.
- Peacock Park would be well suited to young people's activities (e.g. sport) in addition to play space for both older – and younger - children. The panel highlights the local demographic (38% of the immediate local population are under the age of 19), and suggests that provision within Peacock Park should respond much more to the needs of the children, young people and families who will be the residents of High Road West.
- The children's play area on site is currently located between two paths, and may potentially be perceived as being less secure than it could be. The panel would encourage the design team to explore adjusting the location of the play area, so that it is more protected.



- The panel notes that locating 'yards' and 'maker spaces' (which potentially bring noise and mess) along the east side of the only green space amenity within the development for children and young people may not be appropriate. This edge will need to be designed so that servicing and traffic generated by the yards is contained with them and doesn't spill over into the residential area.

#### *The yards*

- The panel was unable to comment in detail on the proposed mixed-use yards behind the High Road frontage, but initial views are positive. This will be an exciting interface between the High Road and the residential neighbourhood to the west. It will be important, however, to be clear about what type of commercial activities are likely to succeed in this location. These may be much more 'light industrial' than 'creative' in character and may therefore require efficient servicing arrangements that can be contained within the yards. The relationship of workspaces to residential accommodation will have to be carefully considered.

#### *High Road*

- The High Road is one of the most important pieces of existing public realm in the immediate vicinity. It is undergoing significant change with the redevelopment of the stadium. The panel would therefore encourage the design team to focus additional energy on enhancing the High Road as a key part of the High Road West site.
- The panel would like to know more about how the qualities of the High Road will be retained and repaired. For example, how do new buildings fronting onto this main street, and taller buildings located behind, contribute to the High Street.
- The level of parking provision and the location and integration of parking spaces will have a critical impact upon the quality of High Road West as a place; the panel would like to know more information about the detail of these as the scheme evolves.

#### *Next steps*

The panel would be keen to see the design team take a step back and explore options for redeveloping the site that avoid reliance on towers to deliver high densities. A workshop approach may be appropriate as the next step in developing a dialogue around options for the site, but the main challenge in the first instance will be to define a more realistic brief that would enable a high quality, human scale development to emerge.



**Appendix: Haringey Quality Charter****Policy DM1: Delivering High Quality Design**

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of an area;
- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

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

*Haringey Development Management DPD (2017)*

