

## PROPOSED (INTERIM SCENARIO)

- 14.239 A small part of the Interim Scenario would be visible in the context of the existing blocks of residential development in the foreground.
- 14.240 Stellar House would remain pre-eminent by virtue of its scale and proximity, and the new buildings would add interest to the background of the view, creating a sense of definition.
- 14.241 Whilst a perceptible change, the principle of taller residential development in this area has been established, and the character of the view would remain the same.
- 14.242 The magnitude of the impact would be Low. Taking into account the above, the Interim Scenario would have a **Negligible Beneficial effect, which is not significant. This is different from the completed Proposed Development, which identified a Minor Beneficial Effect, and the effect is lesser because of the extent of visibility.**
- 14.243 **The effect would be beneficial as it would provide definition to the background of the view.**



### CUMULATIVE (INTERIM SCENARIO)

14.244 The Goods Yard and Depot developments would be visible to the viewer's left. These would be understood separately from the Interim Scenario as they are situated on the opposite side of the road as it appears.

14.245 As a result, the likely effect would remain **Negligible Beneficial**. This effect would be direct, permanent and is not significant. This is different from the completed Proposed Development, which identified a Minor Beneficial effect.





**VIEW 38: CREIGHTON ROAD, NORTH SIDE OPPOSITE JUNCTION WITH BEAUFOY ROAD, ORIENTED EAST**

**EXISTING**

- 14.246 This viewpoint is situated part way along Creighton Road, close to where it becomes White Hart Lane, oriented east towards the Southern Site. It would be experienced primarily as part of a kinetic sequence by viewers moving through the area.
- 14.247 The viewer's eye is drawn along the open, linear space of the road, which is flanked by varied development. The wide pavements contribute further to the open character, and the trees to the background of the view provide some relief from the urban environment.
- 14.248 To the viewer's left, the shop fronts are varied, and continue at single storey level beyond the three storey terrace which frames the view.
- 14.249 The view would primarily be experienced by pedestrians and road users moving through the area, as well as local residents.
- 14.250 The view is of **Low** value.



**PROPOSED (INTERIM SCENARIO)**

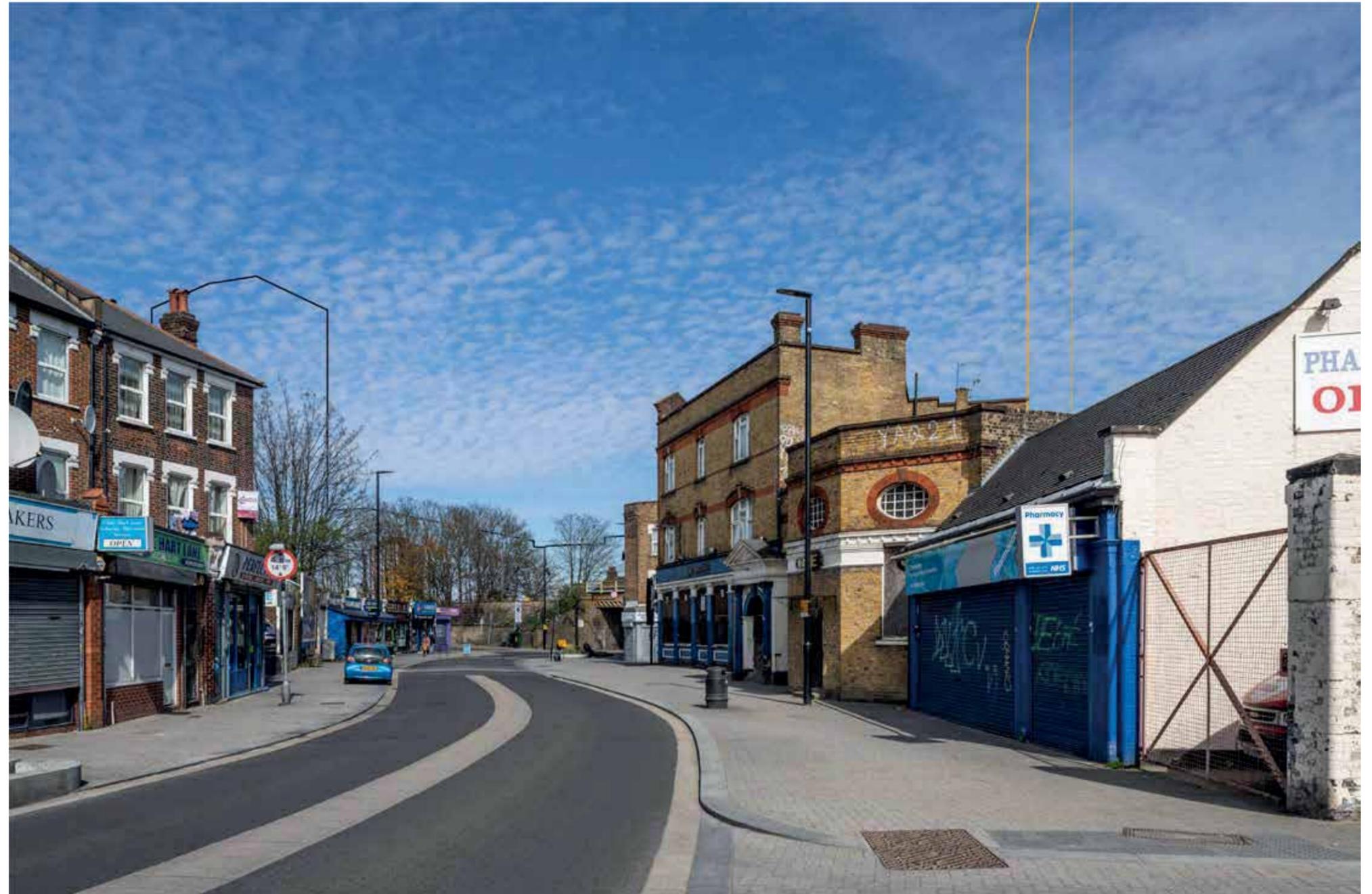
- 14.251 The central linear route would remain framed by mixed lower-rise development, and the viewer's eye would remain drawn along the road toward the background.
- 14.252 The Interim Scenario would introduce larger scale development to the right hand side of the road from this position, which would slightly erode the openness of the view by reducing the extent of sky visible.
- 14.253 The Interim Scenario would be understood as part of the residential development in this part of Tottenham, and mark the location as one of importance in proximity to the stadium and White Hart Lane Station.
- 14.254 The magnitude of the impact would be Low. Taking into account the above, the Interim Scenario would have a **Minor Adverse effect, which is not significant. This is the same as** for the completed Proposed Development.
- 14.255 **The adverse effect is because of the unrelieved massing of the maximum parameters, and its effect on this part of the view.**



### CUMULATIVE (INTERIM SCENARIO)

14.256 The Goods Yard and Depot developments would be visible to the viewer's right, and would contribute to the erosion of openness in the view.

14.257 As a result, the likely effect would be **Moderate Adverse**. This effect would be direct, permanent and is significant. This is the same as for the completed Proposed Development.





**VIEW 39: SOUTH-EAST CORNER OF JUNCTION BETWEEN WHITE HART LANE AND LOVE LANE****EXISTING**

- 14.258 This viewpoint is situated part way along White Hart Lane, oriented north-east towards the Southern Site and Tottenham Stadium. The view would be experienced primarily as part of a kinetic sequence as the viewer travelled towards the High Road.
- 14.259 The viewer's eye is drawn to no. 34 White Hart Lane, which is situated in the centre of the view. Its distinctive chimneys form the tallest element to the left of the view. The heritage value of the receptor is considered in the heritage assessment. The blank elevation of the terrace beyond is an unattractive feature.
- 14.260 The viewer would be aware of building works ongoing to their left.
- 14.261 To the right, the residential development is set back from the principal street frontage, and the building line is varied.
- 14.262 The upper parts of Tottenham Hotspur Stadium can partially be seen in the background of the view, with the main stadium filtered by the existing tree cover, and the upper parts of the adjoining commercial development terminating the view in the centre.
- 14.263 The view would primarily be experienced by pedestrians and road users moving through the area, as well as local residents.
- 14.264 The view is of **Low** value.



## PROPOSED (INTERIM SCENARIO)

- 14.265 The viewer's focus would remain on the linear route of the road, and the listed building at no. 34 White Hart Lane.
- 14.266 The Interim Scenario would introduce taller development to the right hand side of White Hart Lane, framing this side of the road in views toward the stadium.
- 14.267 The magnitude of the impact would be Moderate. Taking into account the above, the Interim Scenario would have a **Minor/Moderate Adverse effect, which is not significant. This is different from the completed Proposed Development, which found a Moderate Adverse effect.**
- 14.268 **The adverse effect is because of the unrelieved massing of the maximum parameters, and its effect on this part of the view.**



### CUMULATIVE (INTERIM SCENARIO)

14.269 The upper parts of the Goods Yard development would be partially visible to the viewer's left, however, owing to the separation along White Hart Lane and the considerable set back, this would be understood separately and would not contribute to a cumulative effect.

14.270 As a result, the likely effect would remain **Minor Adverse**. This effect would be direct, permanent and is not significant. This is different from the completed Proposed Development, which found a Moderate Adverse effect.





## VIEW 41: HIGH ROAD NORTH OF BRENTWOOD ROAD

### EXISTING

- 14.271 This viewpoint is situated part way along the High Road, oriented south-east towards the Southern Site. It would be experienced primarily as part of a kinetic sequence by viewers travelling along the road.
- 14.272 This viewpoint is situated outside the Conservation Area boundary, looking in, in an area of poor visual quality which lacks active frontages. Whilst not within the frame of the view, the viewer would be aware of an undistinguished range of buildings to their left, along the east side of the High Road.
- 14.273 The view has an open character, derived from the wide expanse of the road, which draws the viewer's eye to the left of the frame. In the middle of the view, the grade II listed buildings at 867 and 869 High Road form an attractive remnant of development now set between a large car park and a wood yard. The heritage value of the listed building is considered in the heritage assessment.
- 14.274 The street trees in the foreground provide some relief from the urban environment.
- 14.275 Whilst the view as existing is toward a listed building in a conservation area, the visual amenity in this part of the townscape is low.
- 14.276 The view would primarily be experienced by pedestrians and road users moving through the area, as well as local residents.
- 14.277 The view is of **Low** value.



## PROPOSED (INTERIM SCENARIO)

- 14.278 The Interim Scenario would be seen in the background of the view, further south along the High Road.
- 14.279 The maximum parameters include development sitting behind a part of the listed building and preventing the silhouette of its chimneys being read against the sky, though it is noted that this is not a position from which that part of the silhouette is best appreciated.
- 14.280 The magnitude of the impact would be Moderate. Taking into account the above, the Interim Scenario would have a **Minor Adverse effect, which is not significant. Because of the reduced extent of visibility, this is a lesser effect than in the completed Proposed Development.**
- 14.281 **The adverse effect is because of the unrelieved massing of the maximum parameters, and its effect on this part of the view.**



### CUMULATIVE (INTERIM SCENARIO)

14.282 The upper parts of the Goods Yard development would be partially visible behind the chimneys of the listed building to the viewer's left, and the open car park space in the middle of the view would change to new built form.

14.283 As a result, the likely effect would be **Moderate Adverse**. This effect would be direct, permanent and is significant. This is the same as for the completed Proposed Development.





## VIEW 42: NORTHUMBERLAND PARK, SOUTH OF JUNCTION WITH BENNETTS CLOSE

### EXISTING

- 14.284 This viewpoint is situated along Northumberland Park, oriented west towards the Southern Site. It would be experienced primarily as part of a kinetic sequence by viewers travelling along the road.
- 14.285 The fore and middle ground of the view comprise the open space of the road and junction with the High Road, which are tightly defined by the continuous building line to the left and right. The view is terminated by the existing development along the west side of the High Road, which is an attractive feature.
- 14.286 To the viewer's left and right along Northumberland Park, the rear elevations of buildings facing the High Road can be seen, and have a utilitarian character with satellite dishes and air conditioning units visible.
- 14.287 The view would primarily be experienced by pedestrians and road users moving through the area.
- 14.288 Whilst the view is toward a listed building, this is not well appreciated from this location, and the irregular rear elevations of the adjacent High Road buildings contribute to a back-of-house feel in this part of the view.
- 14.289 The view is of **Low** value.



### PROPOSED (INTERIM SCENARIO)

- 14.290 A small corner of the Interim Scenario would be visible to the viewer's left behind the existing building line, though this would not be noticeable to the casual observer, and would not affect visual amenity.
- 14.291 On balance, the magnitude of the impact would be Negligible. Taking into account the above, the Interim Scenario would have a **Negligible Neutral effect**, which is not significant. This is different from the completed Proposed Development which found a Moderate Adverse effect.



### CUMULATIVE (INTERIM SCENARIO)

14.292 Whilst visible, the Goods Yard and Depot developments would be understood separately from the Site owing to their relative positions in the view. There would therefore remain **Negligible Neutral**, which is not significant. This is different from the completed Proposed Development which found a Moderate Adverse effect.





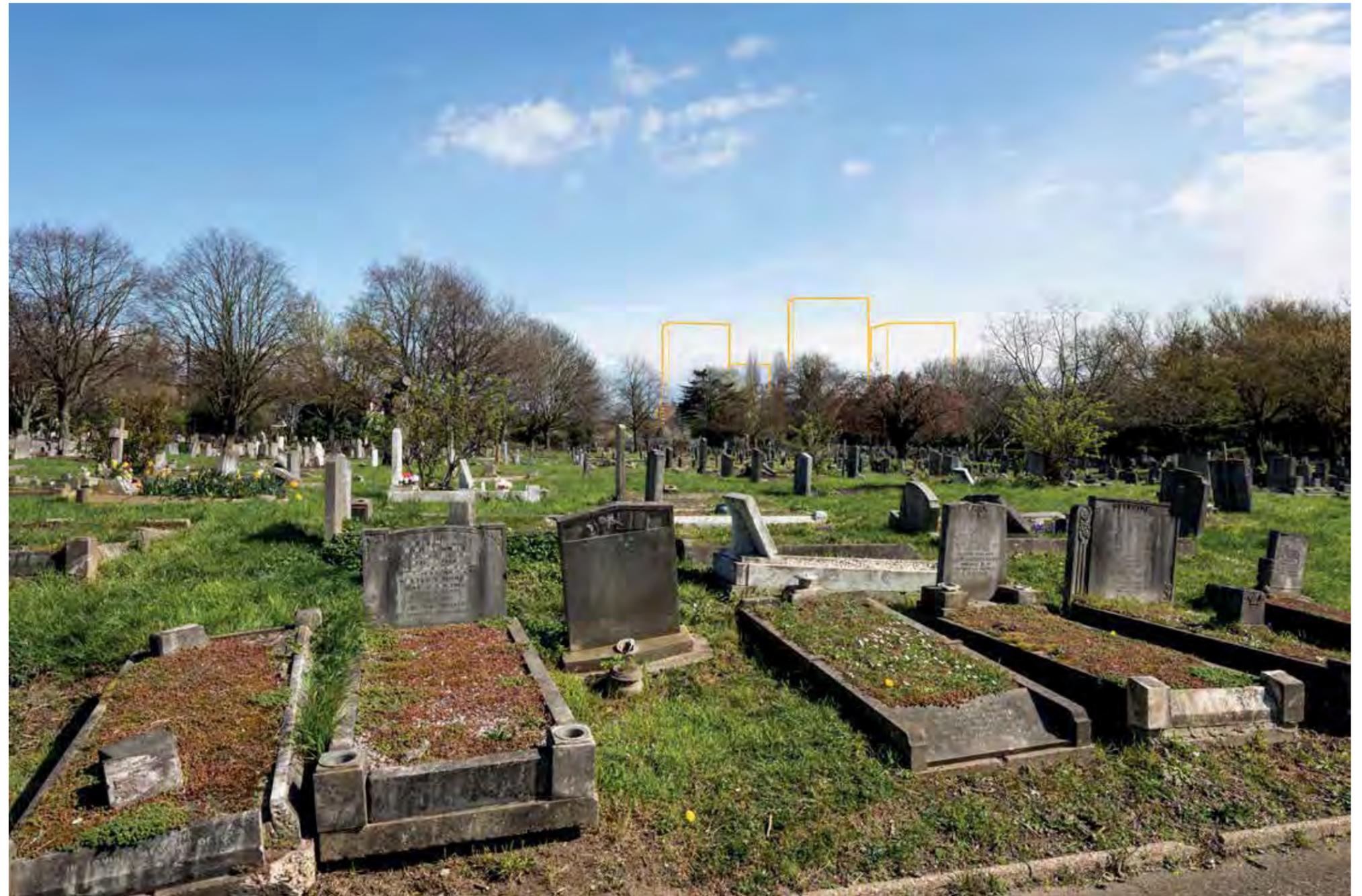
### VIEW 44: TOTTENHAM CEMETERY

- 14.293 This view is situated within the open space of Tottenham Cemetery, from one of the pedestrian pathways which provide access around the space. It is oriented laterally across the cemetery towards the Site.
- 14.294 The fore and middle ground of the view comprise the open space of the cemetery, marked by its headstones and defined plots of varied ages. Owing to the nature of the cemetery, the viewer's attention would likely be contained within this space, either in quiet reflection or enjoying the open character.
- 14.295 The boundary of the cemetery is well-defined with dense tree cover, which would provide a greater level of screening in the summer months.
- 14.296 The viewer is aware of development outwith the park in the background, which is understood separately owing to the contrast in character and the defining line of the trees.
- 14.297 The view would primarily be experienced by pedestrians moving through the area, as well as visitors to the cemetery.
- 14.298 The view is of **Low** value.



**PROPOSED (INTERIM SCENARIO)**

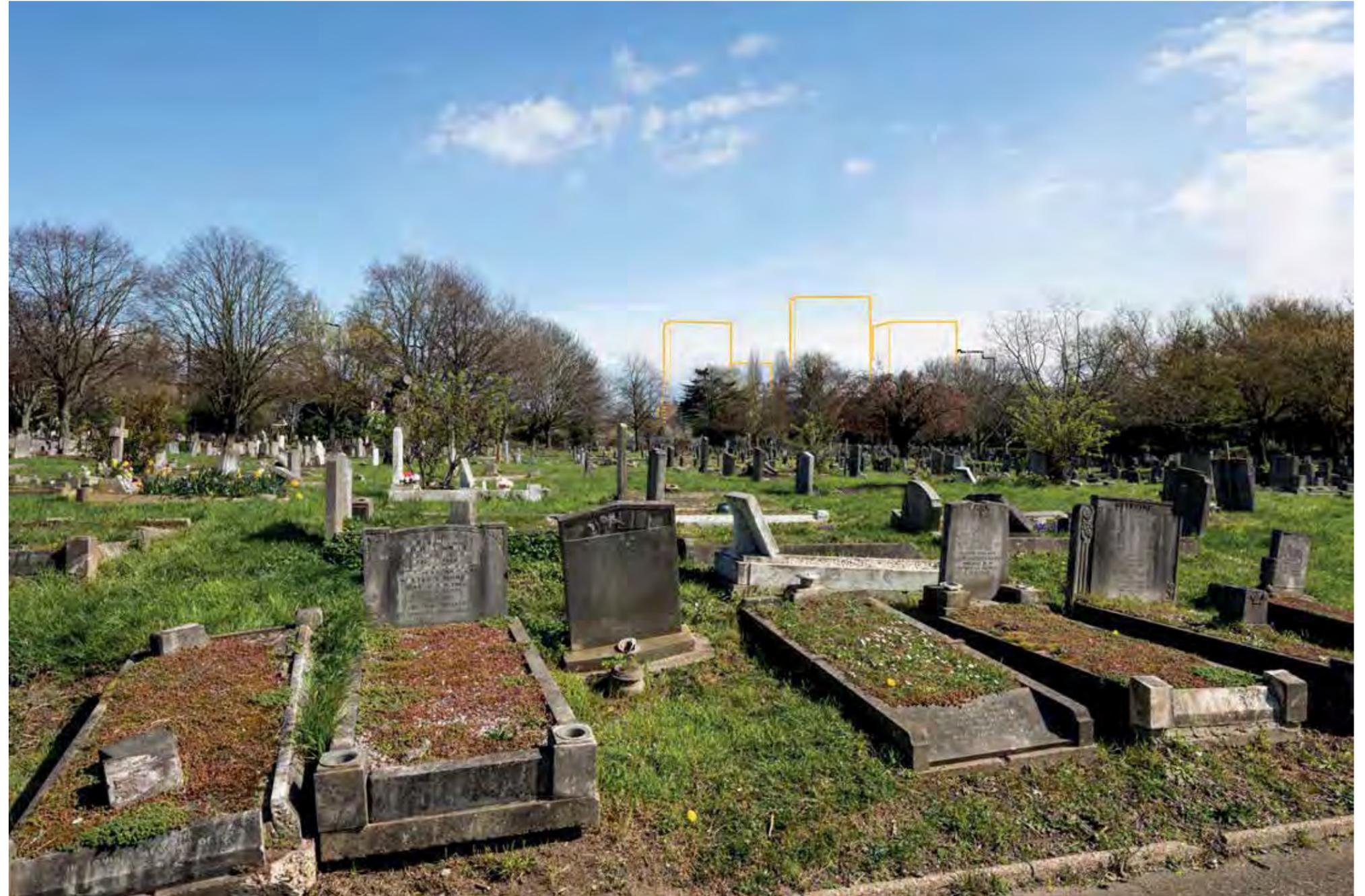
- 14.299 The fore and middle ground of the view would not change as a result of the Interim Scenario, and its essential character would remain the same.
- 14.300 The Interim Scenario would introduce taller development to the background of the view, which would be understood separately from the foreground due to the tree boundary which defines the extent of the cemetery.
- 14.301 The Interim Scenario would have an urbanising effect on the background of the view, which would be understood by the visitor as separate from the contained cemetery context; and in some ways would reinforce the contrast between the two.
- 14.302 The ability to appreciate the memorial landscape would not change.
- 14.303 Because of the visibility of the Interim Scenario, its scale and the orientation of the view, the magnitude of the impact would be Medium. Applying the matrices, the Interim Scenario would have a **Moderate adverse effect, which is significant.** **This is the same as** for the completed Proposed Development.
- 14.304 **The adverse effect is because of the unrelieved massing of the maximum parameters, and its effect on this part of the view.**
- 14.305 However, there is the potential to mitigate this impact further at reserved matters stage through the choice of elevational treatment, and the modulation of the massing, to integrate the new buildings comfortably into their context.
- 14.306 This effect could therefore change at reserved matters stage.



### CUMULATIVE (INTERIM SCENARIO)

14.307 Whilst there would be some limited visibility of the Northumberland Park development set behind the Interim Scenario, this would be understood as part of the effect on visual receptors would not change.

14.308 As a result, the likely effect would be **Moderate Adverse**. This effect would be direct, permanent and is not significant. This is the same as for the completed Proposed Development.



VIEW	LOCATION	VISUAL AMENITY VALUE	VISUAL RECEPTORS	SUSCEPTIBILITY TO CHANGE	SENSITIVITY	MAGNITUDE OF IMPACT (DEMOLITION AND CONSTRUCTION)	LIKELY EFFECT (DEMOLITION AND CONSTRUCTION)	MAGNITUDE OF IMPACT (INTERIM SCENARIO)	LIKELY EFFECT (INTERIM SCENARIO)	LIKELY EFFECT (CUMULATIVE)	SIGNIFICANT/ NOT SIGNIFICANT
1	LVMF 1A.1: Alexandra Palace, oriented away from vista	High	Visitors to viewpoint	Medium	Moderate/High	Nil	None	Medium	Moderate/Major Beneficial	Moderate/Major Beneficial	Significant
			Pedestrians	Medium	Moderate/High	Nil	None	Medium	Moderate/Major Beneficial	Moderate/Major Beneficial	Significant
8	Sandpiper Close, Waltham Forest	Low	Pedestrians	Low	Low	Negligible	Negligible	Low	Minor Beneficial	Minor Beneficial	Not Significant
			Cyclists	Low	Low	Negligible	Negligible	Low	Minor Beneficial	Minor Beneficial	Not Significant
			Residents	Medium	Low/Medium	Negligible	Negligible	Low	Minor Beneficial	Minor Beneficial	Not Significant
13	Public footpath at Lordship Recreation Ground	Low	Users of Amenity Space	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Pedestrians	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
14a	War Memorial Cemetery	Medium	Pedestrians	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Visitors to the Cemetery	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
14b	War Memorial Cemetery	Medium	Pedestrians	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Visitors to the Cemetery	Low	Low/Medium	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
15	Bruce Castle Park, south of Kings Road, oriented north-east	Medium	Pedestrians	Low	Low/Medium	Low	Minor Adverse	Medium	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Users of Amenity Space	Low	Low/Medium	Low	Minor Adverse	Medium	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
16	Bruce Castle Park, main pedestrian axis, oriented north-east	Medium	Pedestrians	Low	Low/Medium	Low	Minor Adverse	Medium	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Users of Amenity Space	Low	Low/Medium	Low	Minor Adverse	Medium	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
18	Carbuncle Passage, Hartington Park entrance, oriented north-west	Low	Pedestrians	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Users of Amenity Space	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
21	High Road, oriented north, north of junction with Lordship Lane	Low	Pedestrians	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Road Users	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
22	High Road, oriented north, opposite junction with Cedar Road	Low	Pedestrians	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
			Road Users	Low	Low	Low	Minor Adverse	Low	Minor Adverse	Minor Adverse	Not Significant
23	High Road, oriented north, at junction with Bromley Road	Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Road Users	Low	Low	Low	Minor Adverse	High	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Residents	Medium	Low/Medium	Low	Minor Adverse	High	Minor/Moderate Adverse	Moderate Adverse	Significant

VIEW	LOCATION	VISUAL AMENITY VALUE	VISUAL RECEPTORS	SUSCEPTIBILITY TO CHANGE	SENSITIVITY	MAGNITUDE OF IMPACT (DEMOLITION AND CONSTRUCTION)	LIKELY EFFECT (DEMOLITION AND CONSTRUCTION)	MAGNITUDE OF IMPACT (INTERIM SCENARIO)	LIKELY EFFECT (INTERIM SCENARIO)	LIKELY EFFECT (CUMULATIVE)	SIGNIFICANT/ NOT SIGNIFICANT
27	White Hart Lane Stadium from Bruce Castle	Medium	Pedestrians	Low	Low	Low	Minor Adverse	Medium	Minor/Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Road Users	Low	Low	Low	Minor Adverse	Medium	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Not Significant
			Residents	Medium	Low/Medium	Low	Minor Adverse	Medium	Moderate Adverse	Moderate Adverse	Significant
29	Pymmes Brook, adjacent to Angel Edmonton Road, oriented south-west	Very Low	Pedestrians	Low	Low	Negligible	Negligible	Negligible	Negligible beneficial	Negligible Beneficial	Not Significant
			Road Users	Low	Low	Negligible	Negligible	Negligible	Negligible beneficial	Negligible Beneficial	Not Significant
30	Northwest corner of Dysons Road and Middleham Road, oriented west	Low	Pedestrians	Low	Low	Low	Minor Adverse Nil	Low	Minor Adverse Nil	Minor Adverse Nil	Not Significant
			Road Users	Low	Low	Low	Minor Adverse Nil	Low	Minor Adverse Nil	Minor Adverse Nil	Not Significant
			Residents	Medium	Low/ Medium	Low	Minor Adverse Nil	Medium	Minor Adverse Nil	Minor Adverse Nil	Not Significant
31	Northumberland Park, north of junction with Worcester Avenue	Low	Pedestrians	Low	Low	Low	Minor Adverse Negligible Adverse	Low	Minor Adverse Negligible Adverse	Minor Adverse Negligible Adverse	Not Significant
			Road Users	Low	Low	Low	Minor Adverse Negligible Adverse	Low	Minor Adverse Negligible Adverse	Minor Adverse Negligible Adverse	Not Significant
			Residents	Medium	Low/ Medium	Low	Minor Adverse Negligible Adverse	Low/ Medium	Minor Adverse Negligible Adverse	Minor Adverse Negligible Adverse	Not Significant
33	Beaufoy Lane, west of junction with Tenderden Road, oriented north-east	Very Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse Minor Adverse	Not Significant
			Road users	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse Minor Adverse	Not Significant
			Residents	Medium	Low/Medium	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse Minor Adverse	Not Significant
34	Queen Street, opposite junction with Academia Way, oriented east	Low	Pedestrians	Low	Low	Low	Nil	Low	Minor Adverse Nil	Minor Adverse Nil	Not Significant
			Road Users	Low	Low	Low	Nil	Low	Minor Adverse Nil	Minor Adverse Nil	Not Significant
			Residents	Low	Low	Low	Nil	Low	Minor Adverse Nil	Minor Adverse Nil	Not Significant
35	Shaftesbury Road, north-west of junction with Pretoria Road, oriented south	Low	Pedestrians	Low	Low	Low	Minor Adverse	Low	Negligible Beneficial	Minor Beneficial Nil	Not Significant
			Road users	Low	Low	Low	Minor Adverse	Low	Negligible Beneficial	Minor Beneficial Nil	Not Significant
			Residents	Low	Low	Low	Minor Adverse	Low	Negligible Beneficial	Minor Beneficial Nil	Not Significant

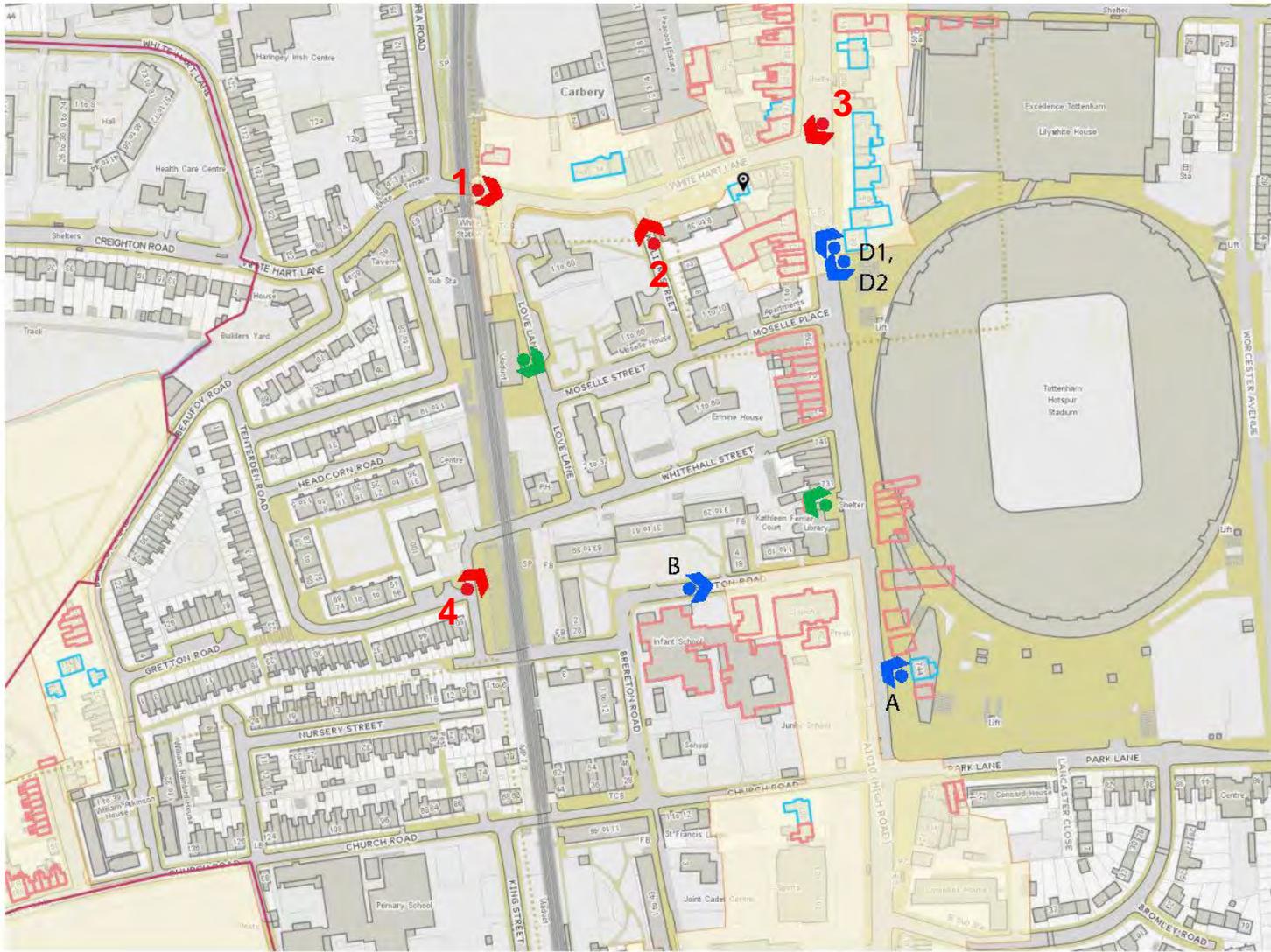
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36	Fore Street, at entrance to Florence Hayes recreation ground, oriented south-west	Low	Pedestrians	Low	Low	Low	Minor Adverse	Low	Negligible Beneficial	Negligible Beneficial	Not Significant
			Road users	Low	Low	Low	Minor Adverse	Low	Negligible Beneficial	Negligible Beneficial	Not Significant
38	Creighton Road, north side opposite junction with Beaufoy Road, oriented east	Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Moderate Adverse	Moderate Adverse	Significant
			Road users	Low	Low	Low	Minor Adverse	High	Moderate Adverse	Moderate Adverse	Significant
39	South-east corner of junction between White Hart Lane and Love Lane	Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor/Moderate Adverse	Minor/Moderate Adverse	Significant
			Road Users	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor/Moderate Adverse	Minor/Moderate Adverse	Significant
41	High Road north of Brentwood Road	Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse	Significant
			Road Users	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse	Significant
			Residents	Low	Low	Low	Minor Adverse	High	Moderate Adverse Minor Adverse	Moderate Adverse	Significant
42	Northumberland Park, south of junction with Bennetts Close	Low	Pedestrians	Low	Low	Low	Minor Adverse	High	Moderate Adverse Negligible/Neutral	Moderate Adverse Negligible/Neutral	Not Significant
			Road users	Low	Low	Low	Minor Adverse	High	Moderate Adverse Negligible/Neutral	Moderate Adverse Negligible/Neutral	Not Significant
44	Tottenham Cemetery	Low	Pedestrians	Low	Medium	Low	Minor Adverse	High	Moderate Adverse	Moderate Adverse	Significant
			Visitors to cemetery	Low	Medium	Low	Minor Adverse	High	Moderate Adverse	Moderate Adverse	Significant





# APPENDIX 1: HIGH ROAD WEST ADDITIONAL VIEWS

**HIGH ROAD WEST, TOTTENHAM**







# VIEW A

# EXISTING



# VIEW A

# PROPOSED MAX PARAMETERS



# VIEW A

# PROPOSED ILLUSTRATIVE



# VIEW B

# EXISTING



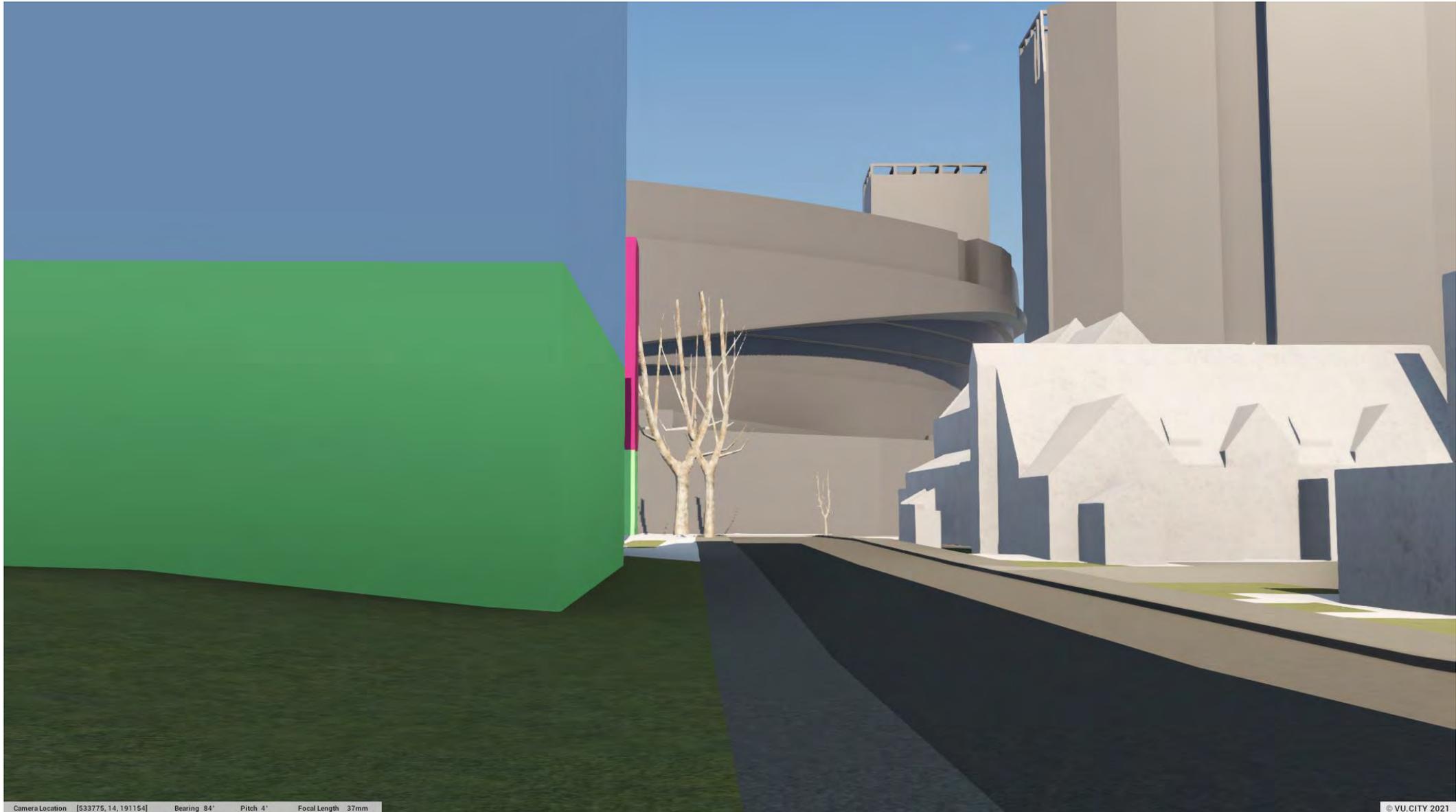
# VIEW B

# PROPOSED MAX PARAMETERS



# VIEW B

# PROPOSED ILLUSTRATIVE



# VIEW C1

EXISTING



# VIEW C1

# PROPOSED MAX PARAMETERS



# VIEW C1

# PROPOSED ILLUSTRATIVE



# VIEW C2

EXISTING



## VIEW C2

## PROPOSED MAX PARAMETERS



# VIEW C2

# PROPOSED ILLUSTRATIVE



# VIEW D1

EXISTING



# VIEW D1

# PROPOSED MAX PARAMETERS



# VIEW D1

# PROPOSED ILLUSTRATIVE



# VIEW D2

EXISTING



## VIEW D2

## PROPOSED MAX PARAMETERS



# VIEW D2

# PROPOSED ILLUSTRATIVE



# VIEW E

# EXISTING



# VIEW E

# PROPOSED MAX PARAMETERS



# VIEW E

# PROPOSED ILLUSTRATIVE



# VIEW F

# EXISTING



# VIEW F

# PROPOSED MAX PARAMETERS



Camera Location [533357, 18, 191049] Bearing 58° Pitch 2° Focal Length 37mm

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# VIEW F

# PROPOSED ILLUSTRATIVE



# VIEW G

# EXISTING



# VIEW G

# PROPOSED MAX PARAMETERS



# VIEW G

# PROPOSED ILLUSTRATIVE



# VIEW H

# EXISTING



# VIEW H

# PROPOSED MAX PARAMETERS



# VIEW H

# PROPOSED ILLUSTRATIVE



# VIEW I

# EXISTING



# VIEW I

# PROPOSED MAX PARAMETERS

