

4.0 THE PROPOSED DEVELOPMENT (CONTD.)

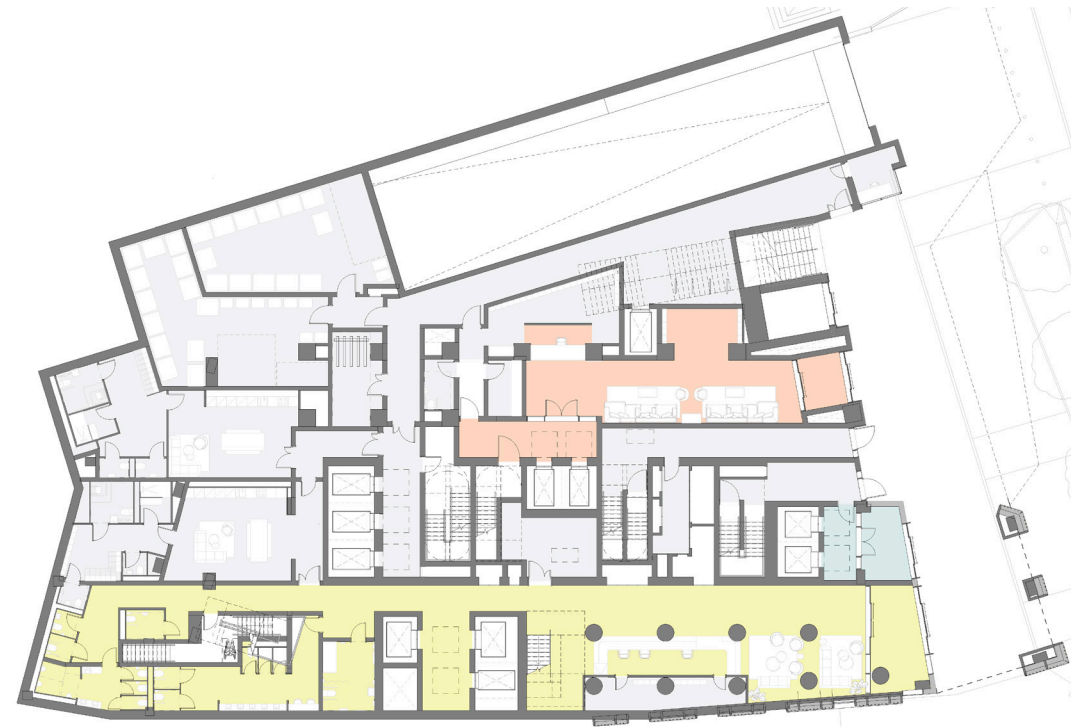


Fig. 4.2: Proposed ground floor plan.



Fig. 4.3: Proposed typical floor plan for levels 2-10.

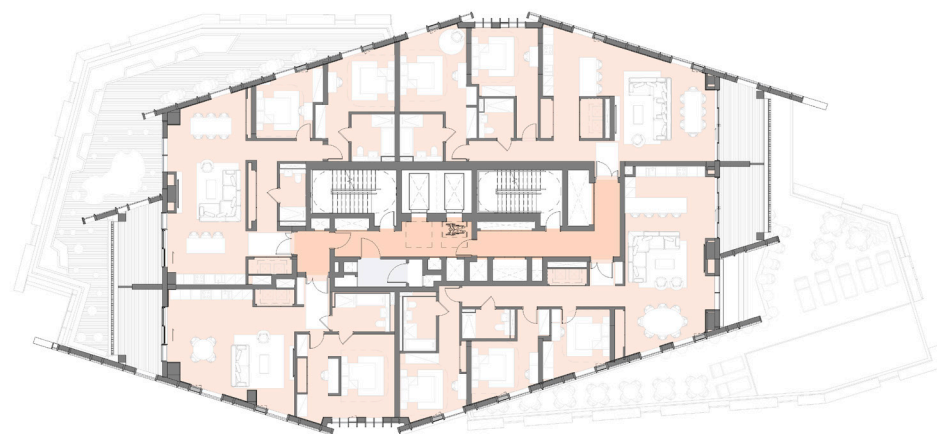


Fig. 4.4: Proposed typical floor plan for levels 14-18.

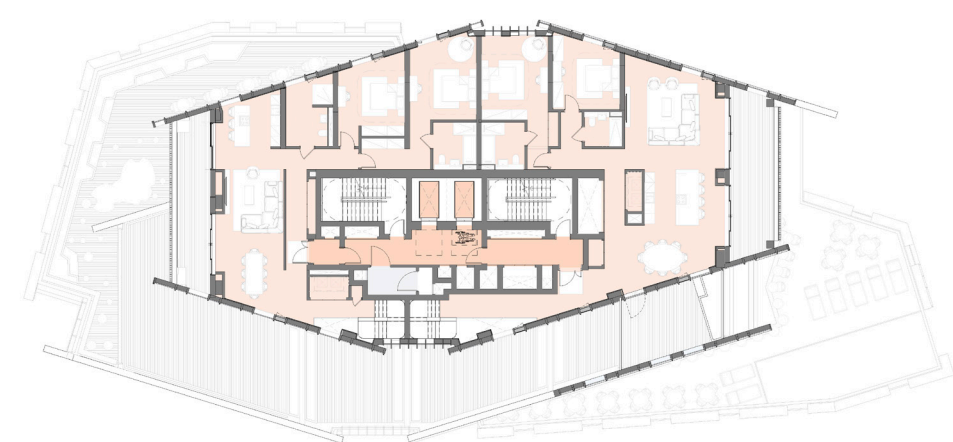


Fig. 4.5: Proposed floor plan for level 26.

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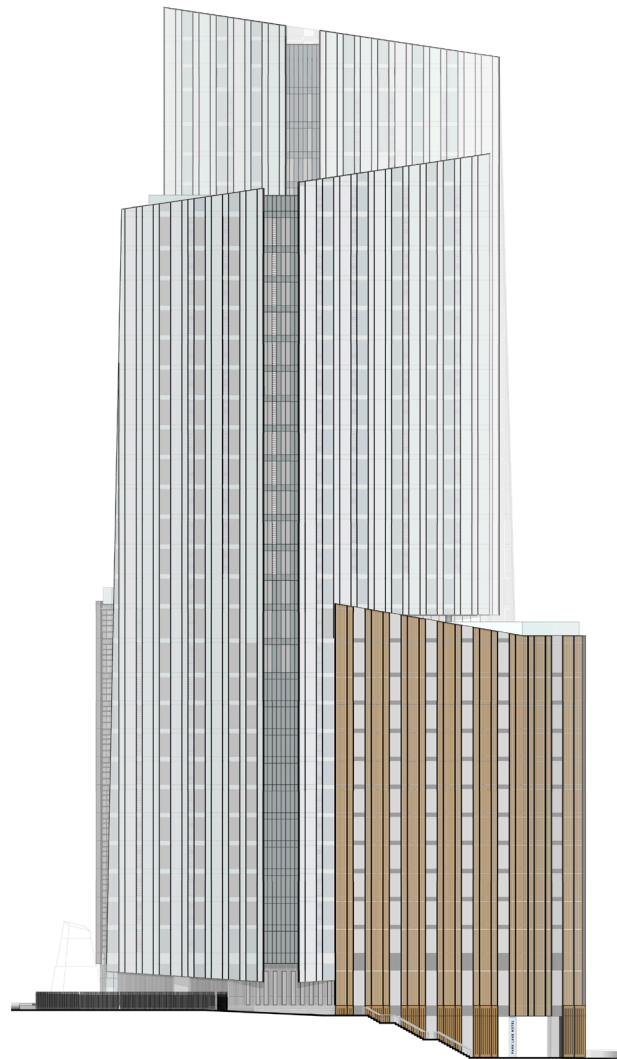


Fig. 4.6: Proposed west elevation.

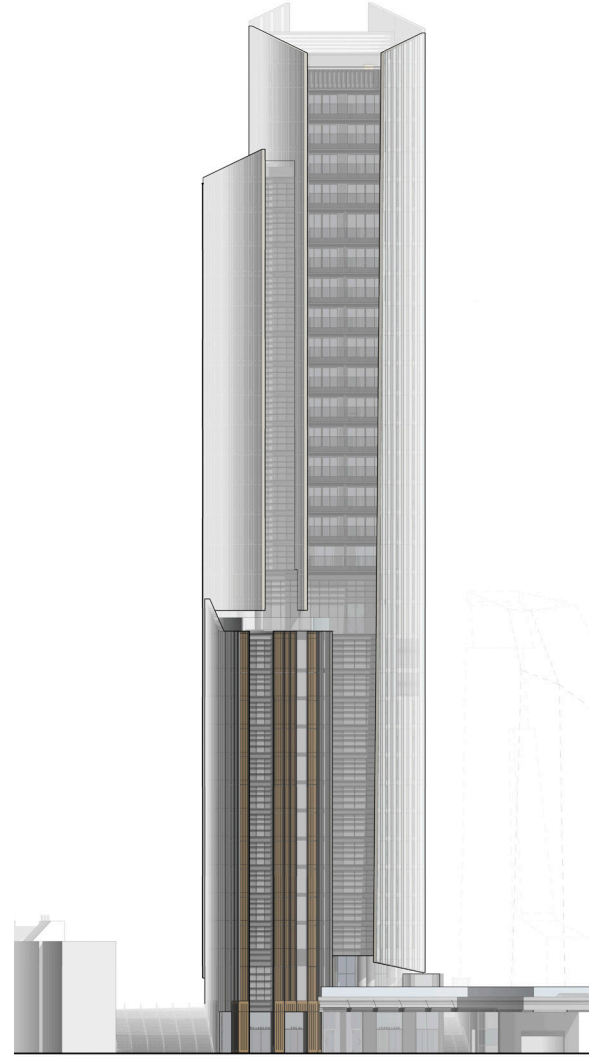


Fig. 4.7: Proposed south elevation.

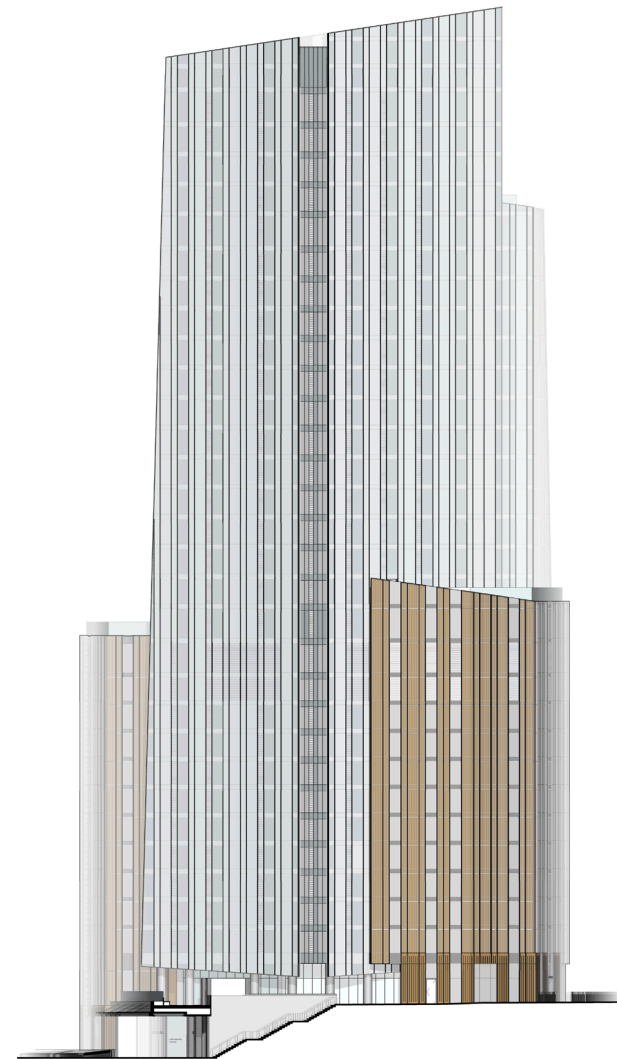


Fig. 4.8: Proposed east elevation.

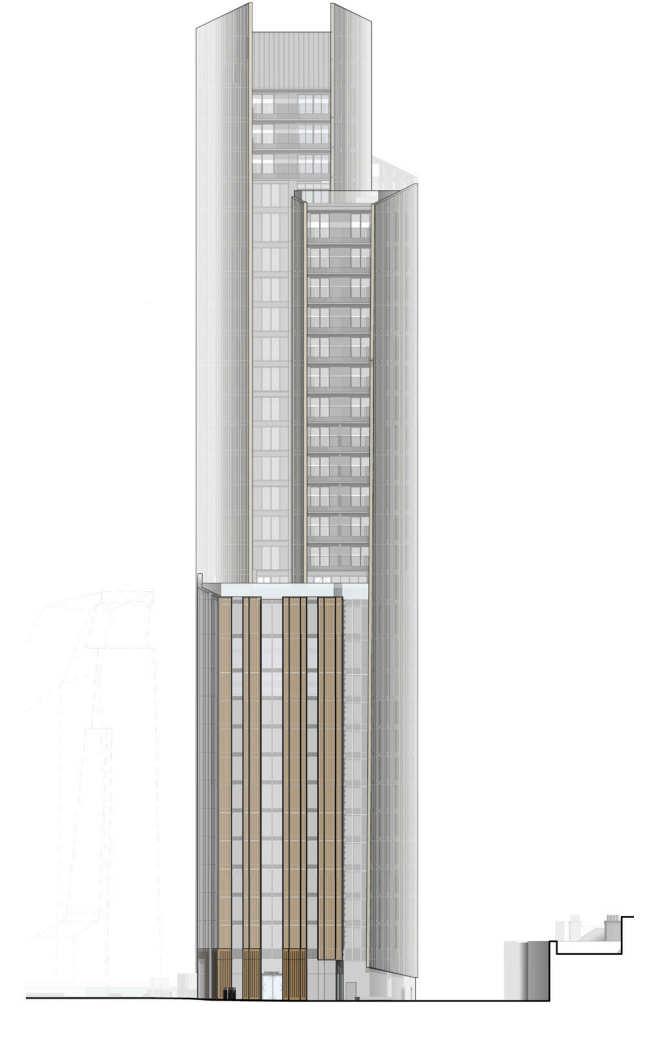


Fig. 4.9: Proposed north elevation.

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Fig. 4.10: CGI of proposed Hotel at Plot 3 seen together with the illustrative design for Plots 4 and 5.

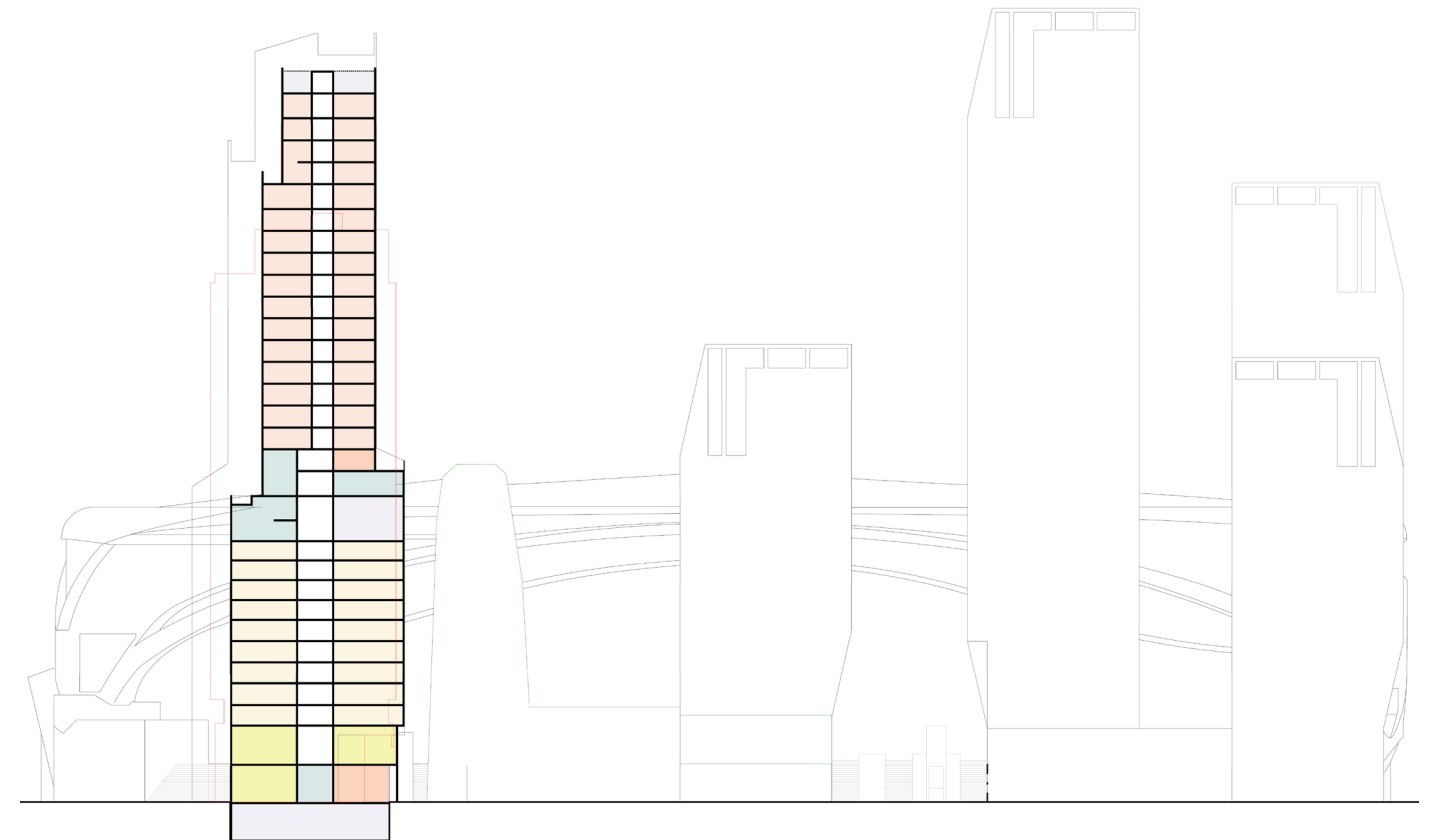


Fig. 4.11: Proposed diagrammatic section showing the Hotel at Plot 3 and its relationship to the consented Plots 4 and 5.

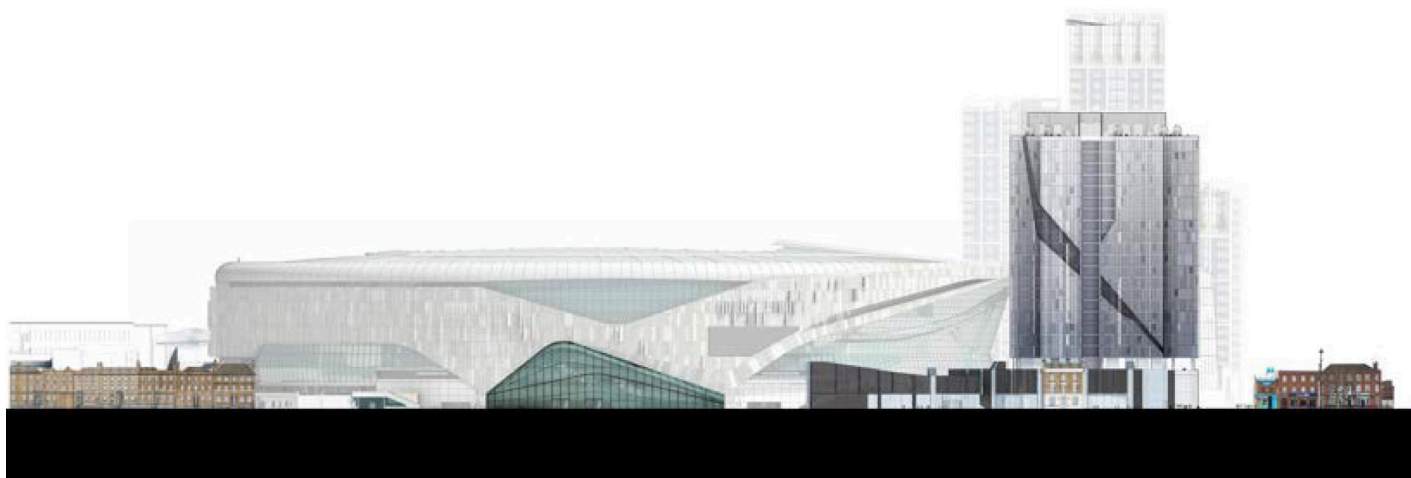
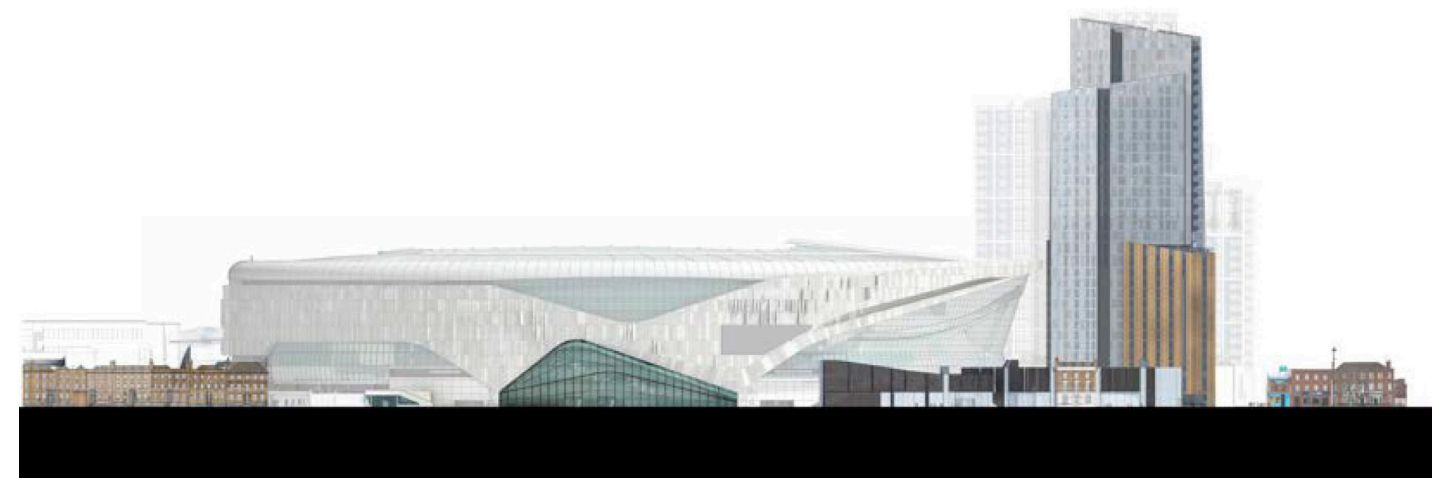


Fig. 4.12: Comparative contextual elevations of the approved scheme (left) and the proposed scheme (right).



4.0 THE PROPOSED DEVELOPMENT (CONTD.)

OVERLAY OF APPROVED AND AMENDED SCHEME FOR THE NDP HOTEL AT PLOT 3

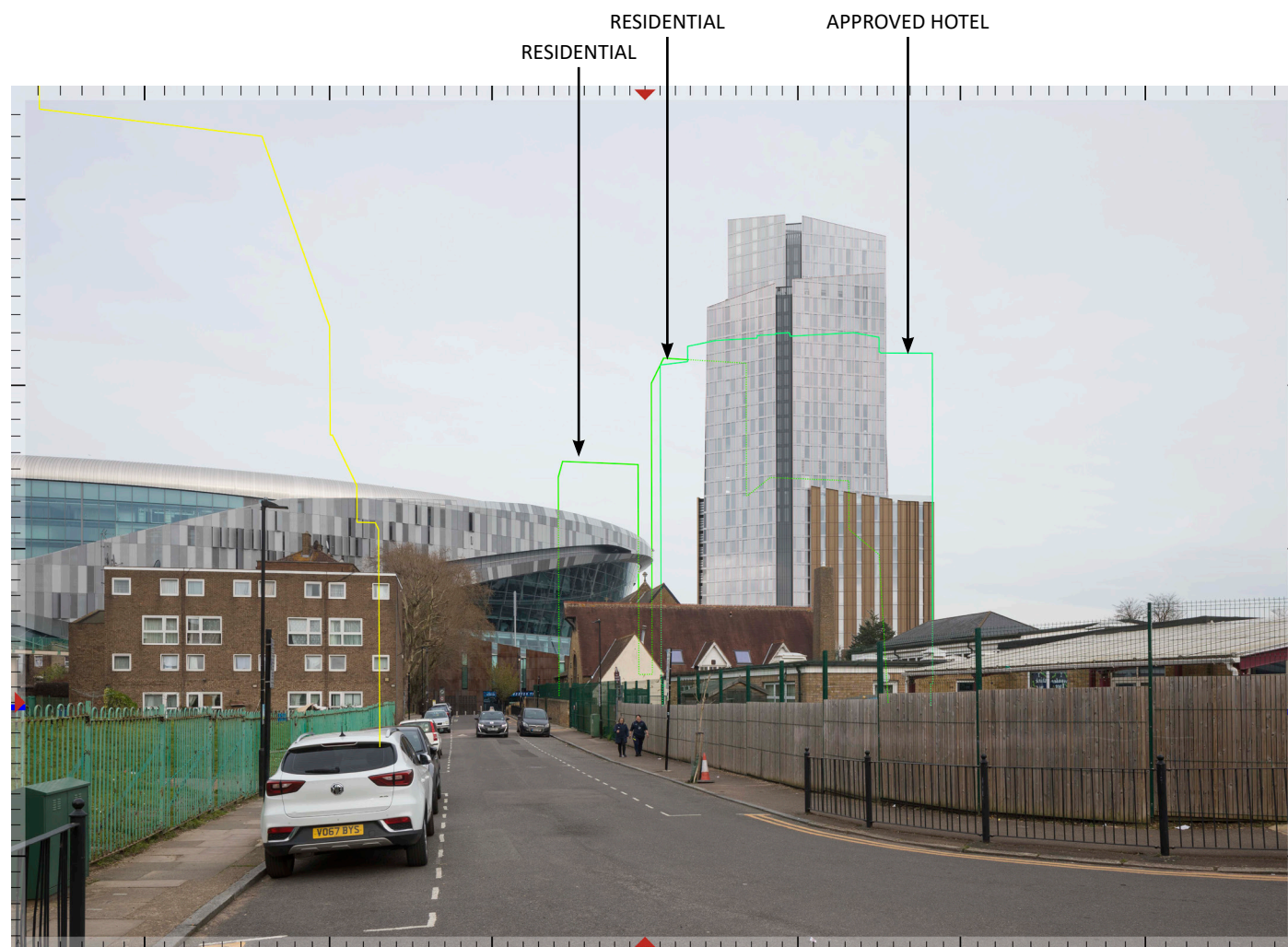


Fig. 4.13: Rendered View 5 from Brereton Road (see section 7) showing the proposed amendments to the Hotel at Plot 3, with the consented hotel scheme overlaid in green wireline for comparison. Also partially visible, behind the consented hotel are the Residential Buildings on Plot 5. The Extreme Sports Building on Plot 4 will be fully hidden (shown in green dotted line). The yellow outline to the left represents the consented High Road West (Lendlease Scheme) (Miller Hare).



Fig. 4.14: View 20 from the High Road looking north (see section 7) showing the proposed amendments to the Hotel at Plot 3, with the consented hotel scheme overlaid in green wireline for comparison. The green wirelines to their right show the consented outline scheme for Plots 4 and 5 i.e. the Extreme Sports Building and the Residential Buildings (Miller Hare).

5.0 DEMOLITION AND CONSTRUCTION EFFECTS

Introduction		
5.1	The Site is located within the London Borough of Haringey, in Tottenham which comprises the completed and operational parts of the Consented Scheme, namely the Stadium (Plot 1) and Tottenham Experience (Plot 2). Plots 3-5 are to the south of the Stadium and are largely vacant other than some temporary lightweight structures. Plot 6 is to the north-east of the Stadium and is also vacant. There will therefore be no significant demolition works; however due to its central urban location, any subsequent construction works will potentially affect the visual amenity of a number of people who live or work in the area.	
5.2	According to the schedule used in the ES Chapter 5: Construction, Phasing and Implementation, and construction phase works are expected to commence in Q2 2024. The construction period is likely to span 4 years, from Q2 2024 to Q2 2028. The Site is not considered likely to be fully operational until Q3 2028, which is the year on which the operational assessments in sections 6 and 7 of this TVIA are based.	
Potential effects of the Development		
5.3	The normal activities involved during construction phases can have visual effects on the setting of nearby heritage assets and the quality of the surrounding townscape. These include: • Transportation of heavy machinery and material to and from the Site; • Ground excavation works, including excavation of basements and construction of foundations; • The erection of infrastructure needed for construction, including scaffolding, fixed tower cranes, mobile cranes, site lighting, temporary site offices and facilities, etc.; and • The construction of new buildings.	
5.4	The construction effects would vary according to their temporary nature and some operations may have more perceptible effects than others. Unlike the operational effects assessed in sections 6 and 7, which are considered to be permanent, the effects during the construction phases are considered short-term and temporary. The assessments are, therefore, broader and apply to both townscape and visual receptors, taking into account all elements of the townscape.	
5.5	The significance of construction effects is related to the scale of the development being built and the consultancy has therefore extrapolated from the AVRs in section 7, which show the Development, including the amended proposals for the Hotel at Plot 3, in existence and operation, to judge the likely effects that will arise from the visibility of machinery, equipment, building cores and infrastructure during construction.	
5.6	Being in a dense urban environment, visible construction practices would generally be seen in combination with existing buildings or other townscape features. The visual receptors (people) experiencing them are not likely to consider them incongruent or totally unfamiliar to the urban context. It is recognised that some viewers may even enjoy observing the construction process and the machinery used for it. Unlike completed buildings of high architectural quality, however, for EIA purposes construction effects are more likely to be of an adverse nature and can vary from negligible or no-change, to minor, moderate, and in some cases, major significance.	
5.7	The effects are likely to vary according to the distance between the receptors and the Site, with those receptors located closer to the Site more exposed to a higher visibility of machinery and infrastructure (e.g. scaffolding around the lower buildings under construction) and likely to have a larger effect than those located at a greater distance (where the visibility is limited to the taller elements on Site, owing to occlusion from other townscape elements). The following assessments are therefore organised according to receptors located at close, medium and long distances from the Site. The construction effects would vary owing to their temporary nature and some operations may have more perceptible effects than others. The assessments presented here are based on a worst-case scenario when construction activities are at their peak. The effects are applicable to townscape receptors (e.g., character areas as identified in section 6) and visual receptors (as identified through townscape views in section 7).	
Effects on townscape and visual receptors		
5.8	Construction effects on townscape and visual receptors are considered together because of the significant overlap between the two, and as the changes within the townscape are experienced primarily in a visual way. The below assessments refer separately to effects on both views and townscape character areas.	
<u>Close distance effects</u>		
5.9	In the absence of mitigation, the likely effects of construction-related practices on closer townscape views namely Views 7, 22 and 25 (see section 7), where most infrastructure would be visible, would be temporary, of a moderate to major and adverse in nature.	
5.10	The effects would also apply to the 'permeability and legibility' aspect of nearby townscape character areas located within and in close proximity to the Site namely the North Tottenham and the High Road/ Fore Street Character Areas. These would also be temporary and of a moderate and adverse in nature.	
<u>Medium distance effects</u>		
5.11	The likely effect on townscape views further from the Site namely, Views 5, 5N, 6, 19, 20, 20N, 21, 23 and 24 (see section 7) and where cranes and the construction of mid to upper levels will be visible, would be temporary, of a minor and adverse in nature.	
5.12	This would also apply to townscape receptors located at a medium distance from the Site, i.e., the 'massing and scale' and 'legibility' aspects of more distant areas within the North Tottenham and the High Road/ Fore Street Character Areas, but to a much lesser extent than close distance effects, resulting in temporary minor and adverse effects.	
<u>Long distance effects</u>		
5.13	The likely effect on long distance views namely Views 1 to 4, 8 to 18, and 26 to 29 (see section 7), located at a distance from the Site, where only tall cranes and the top sections of the buildings are likely to be visible, would be temporary, of a negligible to minor and neutral in nature.	
5.14	Long distance townscape receptors, such as the Bruce Castle/ Tottenham Cemetery Character Area, would not be affected by construction activities on the site.	
Mitigation Measures and Residual Effects		
5.15	According to industry best practice, the applicant will develop and implement a Construction Environmental Management Plan (CEMP), setting out the standards and procedures to be adhered to during construction, in order to manage the associated short term environmental effects. The mitigation of potential construction effects would follow industry best practice construction standards, such as the use of appropriate hoarding. The use of measures such as high-level screening to hide the visibility of equipment above rooflines or trees is not proposed, as this can be more visually obtrusive than the equipment itself. Site lighting would be designed to minimise light pollution on the surroundings of the Site, using light sources of the minimum intensity required and ensuring that light is only in use where needed.	
5.16	The mitigation measures set out here are likely to have the greatest effect in views from areas closer to the Site, where hoarding would screen views of the construction activities related to the lower elements of the Development. In such cases, the potential residual effects of construction on closer townscape views could be reduced from 'moderate to major' and 'adverse' to a minor to moderate significance and adverse nature. The residual effects of construction activities on medium distance townscape views would remain minor and adverse and on long distance views would remain negligible to minor and neutral in nature.	
5.17	Unlike visual receptors, the residual effects on townscape receptors are not affected by these mitigation measures.	

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6.0 ASSESSMENT OF EFFECTS ON TOWNSCAPE RECEPTORS

INTRODUCTION

Introduction

6.1 The completed parts of the Development represents a change in density, height and character of the built elements on the Site. This is considered in detail in section 3 of this report and is not repeated here. This section considers the existing townscape character of the area surrounding the Site, and the effects of the Development on townscape receptors within those 'character areas'.

6.2 The methodology, as presented in section 2 under 'Townscape Assessment - Baseline', sets out the consultancy's criteria for selecting the townscape receptors to be assessed. In this case, character areas surrounding the Site are identified and assessed in detail, in terms of their architecture, mass & scale, permeability & legibility, urban grain, and landscape. The study area for the townscape assessment includes the Site and its wider context at 750m radius from its centre. The following documents have been considered to understand the urban character of the study area:

- London Borough of Haringey's 'Urban Character Study' published in 2015;
- LB Haringey, 'Tottenham High Road Historic Corridor, Conservation Area Character Appraisal', 2009;
- Urban Practitioners' 'Enfield Characterisation Study' prepared for the London Borough of Enfield (LBE) in 2011; and
- The 'Townscape and Visual Impact Assessment' (TVIA) report prepared by the consultancy in May 2021 for the planning application for the redevelopment of The Goods Yard and The Depot sites (application reference: HGY/2021/1771), which has now been consented.

6.3 LBH's 'Urban Character Study' identifies 11 recognisable neighbourhoods (Fig 6.1). The Site falls within the 'North Tottenham' neighbourhood. The diagram at Fig 6.2 shows the building heights in the 'North Tottenham' neighbourhood as identified in 2015, prior to the recent permissions for tall buildings for the High Road West (Lendlease Scheme), to the west of the Site; The Goods Yard and The Depot Scheme, to the north-west of the Site; and, the Consented Scheme on the Site itself.

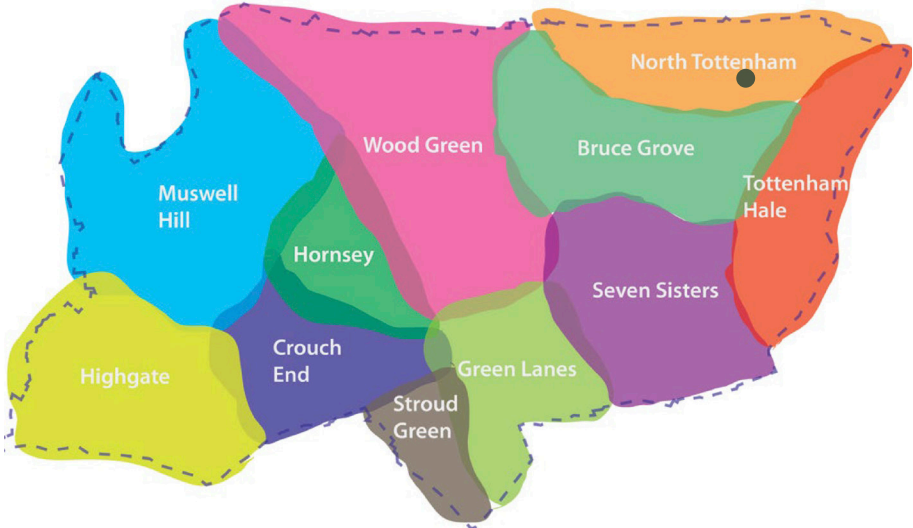


Fig. 6.1: Map extracted from LBH's Urban Character Study showing the 11 neighbourhoods identified by the Council. The approximate position of the Site is shown with a black dot, within the 'North Tottenham' neighbourhood.

6.4 The 2021 TVIA for The Goods Yard and The Depot consented scheme established three character areas within the study area, based on LB Haringey's and LBE's characterisation studies; a combination of land use, built form, layout and vegetation; and conservation areas' boundaries. This approach is in accordance with the consultancy's methodology and, therefore, these three character areas have been considered in detail in this section. They are listed below. The Site, including Plot 3, falls within character area 2.

- 1) North Tottenham
- 2) High Road/ Fore Street
- 3) Bruce Castle/ Tottenham Cemetery

6.5 Their extent can be seen in the map at Fig 6.3 that illustrates the study area considered for the townscape assessment.

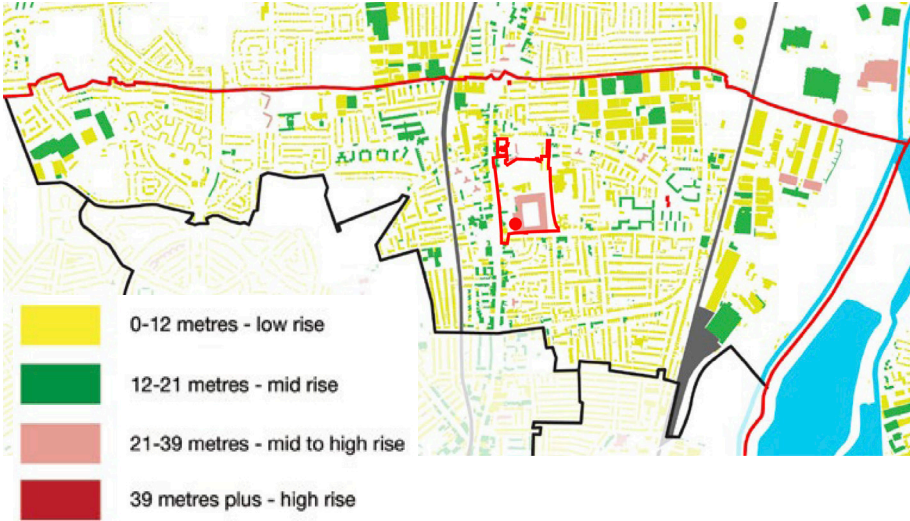


Fig. 6.2: Map extracted from LBH's Urban Character Study showing the building heights within the 'North Tottenham' neighbourhood as identified in 2015, prior to the recent permissions for the redevelopment of nearby sites, specifically the High Road West (Lendlease Scheme) and The Goods Yard and The Depot Scheme. The NDP Site is outlined in red and the location of Plot 3 is shown with a red dot.

6.6 The effects on surrounding townscape receptors assessed in this section are of 'operational effects', i.e., at the end of the development process when the buildings proposed are completed. The assessments of the effects arising during demolition and construction are set out separately in section 5 of this TVIA.

6.7 For each defined character area, the assessments are structured as follows: (i) the existing urban characteristics of the character area are identified; (ii) the likely effects of the completed Development on the urban characteristics of the character area are assessed; and (iii) the likely cumulative effects of the completed Development in combination with other nearby developments are assessed.