# 4.0 THE PROPOSED DEVELOPMENT

4.1 The design covers a stretch of land to the east of the London Overground and mainline railway between White Hart Lane at the south and the Cannon Road residential development at the north. It forms part of the north-west edge of the High Road West Masterplan Framework (HRWMF) which has been masterplanned by Arup for which previous outline approvals have been consented. The general layout of buildings streets and squares broadly follows that masterplan. It consists of a range of building typologies and heights where streets are generally lined with 6-storey buildings and squares within the context of higher buildings. This proposed new townscape relates to the grain of the historic townscape and provides a context for the high residential buildings which have differing plan form, differing heights and differing appearance and colour. However, the three buildings have been designed to form a coherent group as they are generated from the same ethos and style.

4.2 The lower streetscape animates a north/south route through The Goods Yard Site from White Hart Lane to The Depot Site where it turns east/west across the northern edge of the proposed Peacock Park, to be completed in a future phase. The route consists of an articulated street, each articulation informed and emphasised by a square. There are subsidiary cross routes both east leading to the park and, in one case, west to the southern tower (block B). The buildings lining the streets vary in height from 2 to 8 storeys and also vary in colour, most being of brick. The exception being the Hopper building, i.e., Block E which provides a focus to the first vista to the north and marks the first square, known as the Southern Square. The Hopper Building will be a robust exercise in celebrated structural steel. The streets, leading to and from this square, will be activated with commercial uses and residential above and appropriate pedestrian focussed landscape design. The three towers also activate this street with each relating differently to it, to a beneficial effect, and supporting their different architectural personalities.

4.3 The southernmost tower (block B), lowest in height at 27 storeys, is accessed via a short mews where the entrance is in axial relationship. It is slender when seen from the north and south and exhibits a tripartite profile to the east and west, as do each of the towers. It also has a tripartite material treatment which is also emphasised by a change in texture. The cladding is of ceramic panels, the central areas being of a light colour and the two sides of an earthy brown and includes in the panel a vertical texture. The storey heights are supplemented by the grouping of floors being emphasised. This modifies the scale and brings order to the elevations. The top of this tower has a subdued cornice.

4.4 The central tower (block A) is the tallest being of 32 storeys. It is integrated at its base with the smaller scale street buildings such that its entrance is on the street and opposite an east/west street projected in the wider masterplan. Its tripartite form is similar to that of the southern tower, but subtly different, not only in the colour of the ceramic cladding, which is of a green/blue hue, but also in the way the coloured elements wrap around the central lighter element. Its asymmetry is more pronounced, its entrance to the east being directly related to the lighter vertical element. The top is celebrated with a raised cornice on piloti, signifying both its centrality and the inclusion of a roof-top amenity space.


Fig. 4.1: Proposed podium plan of the Development.

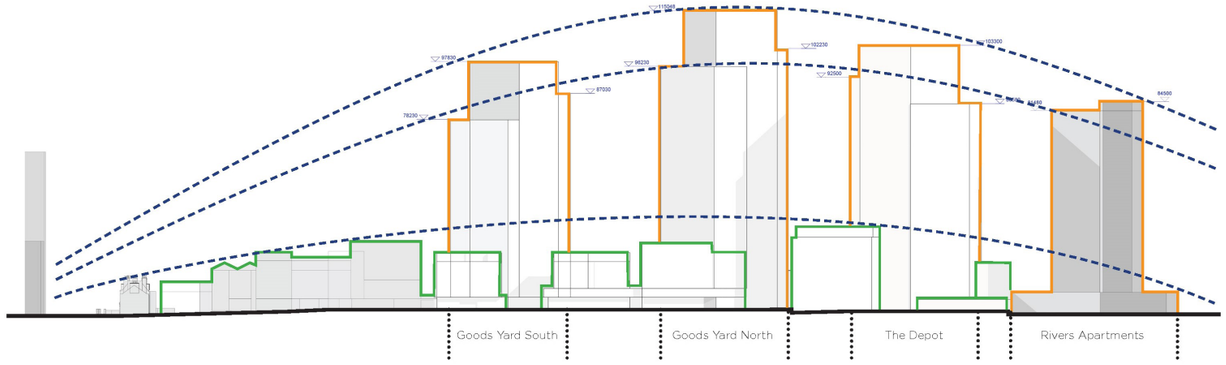


Fig. 4.2: Diagram showing the concept behind the proposed heights on the Site.

## 4.0 THE PROPOSED DEVELOPMENT (CONTD.)

4.5 The northern tower in The Depot Site is of 29 storeys, stepping down towards the Rivers Apartments 22/23 storey building. It addresses Pickford Lane to the east and the Northern Square to its south. It is integrated dynamically with lower elements which form the north and east side of the square. It maintains the tripartite arrangement of forms but this time with greater symmetry and breadth, its blue ceramic elements more equally embracing the central lighter element. This reflects the longer more formal approach and relationship afforded by Pickford Lane. In this case, the ceramic cladding is a light grey/blue.

4.6 The three towers are very different in plan form, in their relationship to their context, the way they are expressed and in all dimensions. They are also, however, strongly related to each other in their tripartite expression and use of ceramic cladding. Moreover, they relate compositionally in distant views as a rising and diminishing group of three with a central focus and a southern and northern acknowledgement of those particular contexts. They are, therefore, a family of forms, each one with a clear, individual identity. Their colours, the changing sheen and texture of the ceramic, their representation of human scale, and the different ways in which they come to the ground, all strengthen their individuality while remaining strongly related. This has been the architects' aim from the beginning. It is a highly valid approach and is successfully executed in this design. These qualities are likely to be recognised by receptors as beneficial additions to the urban scene.

Fig. 4.3: Proposed CGI looking north towards the proposed Southern Square (F3 Architects).

Fig. 4.4: Proposed CGI looking north along the proposed Embankment Lane within the Site (F3 Architects).

## 4.0 THE PROPOSED DEVELOPMENT (CONTD.)


Fig. 4.5: View from William Street, by White Hart Lane, towards the Site, in the context of the North Tottenham Conservation Area and, in particular, the Grade II listed No.34 White Hart Lane, also known as the Grange (AVR 25 in chapter 7).


Fig. 4.6: View from Northumberland Park looking west towards the High Road in the context of North Tottenham Conservation Area and the Grade II listed Nos. 819-821 High Road, which is part of the Printworks development (AVR 6 in chapter 7).

Fig. 4.7: View from Durban Road looking east towards the Site from the small domestic scale residential areas to the west of the Site (AVR 27 in chapter 7).

Fig. 4.8: View from Brantwood Road looking towards the Grade II listed Nos.867-879 High Road and the Site, illustrating the composition of the 'family' of towers with each individual tower visually strong in displaying its individuality (AVR 12 in chapter 7).

# 5.0 DEMOLITION AND CONSTRUCTION EFFECTS

**Introduction**

5.1 The Site is centrally located within the London Borough of Haringey, in Tottenham. The Site currently consists of a 2-storey non-designated heritage asset, a Grade II listed building, light industrial and retail uses, and a car park. The majority of The Goods Yard Site has been cleared. Due to its urban location, demolition 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, demolition and construction phase works are expected to commence in June 2022. The construction period is likely to span six years, from June 2022 to June 2028. The Site is not considered likely to be fully operational until 2028, which is the year on which the operational assessments in chapters 6 and 7 of this TVIA are based.

**Potential effects of the proposed development**

5.3 The normal activities involved during demolition and construction phases can have visual effects on the setting of nearby heritage assets and the quality of the surrounding townscape. These include:

- Demolition of existing buildings on the Site;
- 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 demolition and 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 chapters 6 and 7, which are considered to be permanent, the effects during the demolition and construction phases are considered short-term and temporary. The assessments are, therefore, more generic and apply to 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 chapter 7, which show the Development 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 Visible demolition and construction practices are most likely to represent a relatively small or medium addition to townscape views and 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 demolition and construction process and the machinery used for it. Unlike completed buildings of high architectural quality, however, for EIA purposes demolition and 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 demolition and 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 demolition or construction activities are at their peak. The effects are applicable to townscape receptors (e.g., character areas as identified in chapter 6) and visual receptors (as identified through townscape views in chapter 7).

**Effects on townscape and visual receptors**

5.8 Demolition and 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.

Close distance effects

5.9 In the absence of mitigation, the likely effects of demolition and construction-related practices on closer townscape views namely Views 11, 24, 25, and 28 (see chapter 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/ Angel Edmonton and the High Road/ Fore Street Character Areas. These would also be temporary and of a **moderate** and **adverse** in nature.

Medium distance effects

5.11 The likely effect on townscape views further from the Site namely, Views 4, 5, 5N, 6, 7, 10, 12, 13, 17, 22, 23, 23N, 26, and 27 (see chapter 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/ Angel Edmonton 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.

Long distance effects

5.13 The likely effect on long distance views namely Views 1, 2, 3, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, and 29 (see chapter 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 demolition and 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 demolition and 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 demolition and 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 demolition and construction 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 The residual effects on townscape receptors are not affected by these mitigation measures.

# 6.0 ASSESSMENT OF EFFECTS ON TOWNSCAPE RECEPTORS

## INTRODUCTION

**Introduction**

6.1 The completed Development represents a change in density, height and character of the built elements on the Site. This is considered in detail in chapter 4 of this report and is not repeated here. This chapter 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 chapter 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 1km 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;
- 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 ARC in October 2019 for the planning application for the redevelopment of Nos.867-879 High Road (application reference: HGY/2019/2929), which has now been consented.

6.3 LBH's 'Urban Character Study' identifies 11 recognisable neighbourhoods (figure 6.2). The Site falls within the 'North Tottenham' neighbourhood and is in close proximity to the 'Bruce Grove' neighbourhood. The diagram at figure 6.3 shows the building heights in the 'North Tottenham' neighbourhood as identified in 2015, prior to the extant permissions for the redevelopment of both The Goods Yard and The Depot Sites, which include tall buildings of up to 29 storeys in height for The Depot Site and 22 storeys for The Goods Yard Site.

6.4 LBE's 'Enfield Characterisation Study' identifies three distinct urban zones/ corridors within Enfield, each of which includes a number of character areas, the boundaries of which have been loosely identified (figure 6.1). The area north of the Site falls within the 'Eastern Corridor' and the 'Edmonton' and 'Angel Edmonton' character areas, in particular.

6.5 The 2019 TVIA for the consented scheme established three character areas within the study area, based on LBH'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 chapter. They are listed below. The Site fall within the character areas 1 and 2.

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

6.6 Their extent can be seen in the map at figure 6.4 that illustrates the study area considered for the townscape assessment.

6.7 The effects on surrounding townscape receptors assessed in this chapter 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 chapter 5 of this TVIA.

6.8 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.

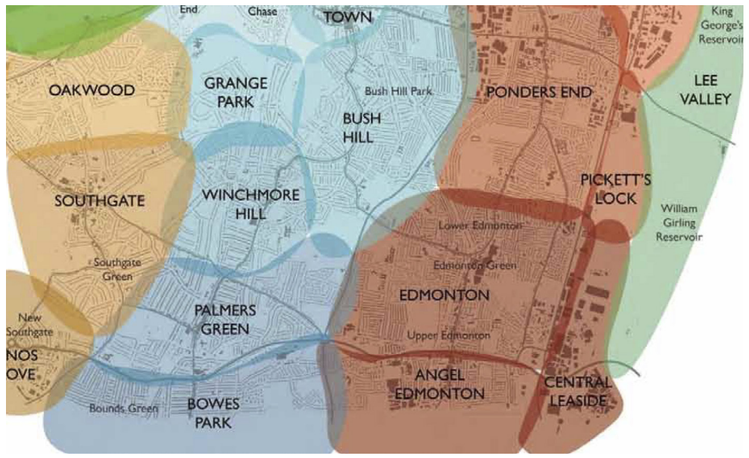


Fig. 6.1: Map extracted from the 'Enfield Characterisation Study' showing the different zones/ corridors and character areas within them. The 'Angel Edmonton' character area is to the north of the Site and in close proximity to it.


Fig. 6.2: 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.

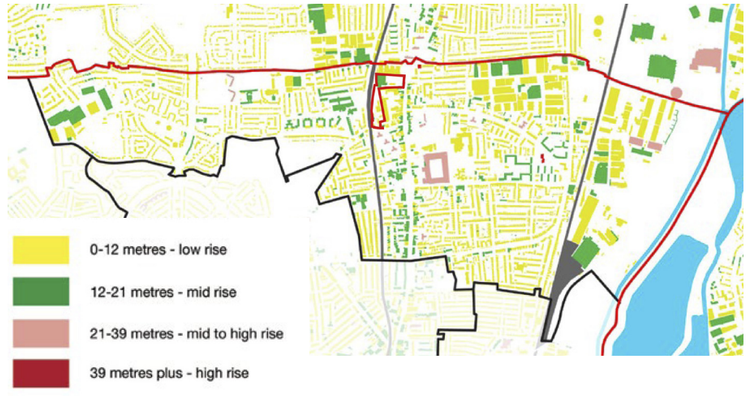


Fig. 6.3: Map extracted from LBH's Urban Character Study showing the building heights within the 'North Tottenham' neighbourhood as identified in 2015, prior to the extant permissions for the redevelopment of both The Goods Yard and The Depot Sites, which include tall buildings of up to 29 storeys in height for The Depot Site and 22 storeys for The Goods Yard Site. The Site is outlined in red.