



## NOTICE OF MEETING

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# Special Planning Committee

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MONDAY, 24TH JANUARY, 2011 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD,  
WOOD GREEN, N22 8LE.

MEMBERS: Councillors Peacock (Chair), McNamara (Vice-Chair), Christophides,  
Waters, Beacham, Reece, Reid, Schmitz and Rice

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If you have any queries regarding this, please contact the Principal Support Officer (Committee Clerk) at the meeting.

### AGENDA

1. **APOLOGIES**
2. **URGENT BUSINESS**

It being a special meeting of the Committee, under the Council's Constitution, Part 4, Section B, Paragraph 17, no other business shall be considered at the meeting.

### **3. DECLARATIONS OF INTEREST**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

### **4. GLS SUPPLIES DEPOT, FERRY LANE, LONDON N17 ('HALE VILLAGE') (PAGES 1 - 22)**

Erection of a part 5, part 7, part 10 and part 12 storey building at Block NW2 of the Hale Village master plan, to comprise student accommodation (557 bed spaces) and associated facilities including reception, office, plant room, store room, refuse store, cycle store, common room, laundry room, courtyard and associated works.

RECOMMENDATION: Grant permission subject to conditions and subject to sec.106 Legal Agreement.

### **5. HALE VILLAGE, TOTTENHAM HALE, N17 - REVISING THE S106 AGREEMENT TO FUND LOCAL INFRASTRUCTURE WHILE SUPPORTING CONTINUED DEVELOPMENT**

Report of the Assistant Director, Planning and Regeneration to recommend that the Hale Village s106 legal agreement signed in 2007 be revised.

**TO FOLLOW**

**6. GLS SUPPLIES DEPOT, FERRY LANE, LONDON N17 ('HALE VILLAGE') (PAGES 23 - 48)**

Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9<sup>th</sup> October 2007 for a mixed used redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A% and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems.

RECOMMENDATION: Grant permission for the development ref. no. HGY/2010/1897 (dated 8 October 2010) subject to conditions and subject to a pre-condition that the applicant and the owners of the application site shall first have entered into a Deed of Variation to the legal agreement dated 9 October 2007 under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 as detailed in the separate report on this Agenda to:

- Secure a firm date for payment of much of the 'triggered' funding obligations that are currently owed;
- Re-profile some of the remaining funding obligation payments;
- Make some of the funding obligation payments subject to achieving increased open market residential sales values;
- Clarify that specific plot leaseholders should have proportionate liability for some of the funding obligations; and
- Incorporate other appropriate amendments to reflect scheme changes.

**7. DATE OF NEXT MEETING**

Monday, 14<sup>th</sup> February 2011, 7pm.

**Please note that, it being a special meeting of the Committee, under the Council's Constitution, Part 4, Section B, Paragraph 17, no other business shall be considered at the meeting.**

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14 January 2011

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Special Planning Committee 24 January 2011

Item No.

**REPORT FOR CONSIDERATION AT SPECIAL PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2010/2090	<b>Ward:</b> Tottenham Hale
<b>Address:</b> GLS Supplies Depot, Ferry Lane, London N17 ('Hale Village')	
<p><b>Proposal:</b> Erection of a part 5, part 7, part 10 and part 12 storey building at Block NW2 of the Hale village master plan, to comprise student accommodation (557 bed spaces) and associated facilities including reception, office, plant room, store room, refuse store, cycle store, common room, laundry room, courtyard and associated works.</p> <p><b>Existing Use:</b> Vacant site within a mixed use residential-led development (under construction)</p> <p><b>Proposed Use:</b> Student accommodation</p> <p><b>Applicant:</b> The Unite Group Plc, Stratford Place, London, W1C 1BQ</p> <p><b>Ownership:</b> Private</p>	
<b>Date received:</b> 10 November 2010	<b>Last amended date:</b> 5 January 2011
<b>Drawing number of plans:</b> 20 A 1000, 20 A 1001 Rev A, 20 A 1002 Rev B, 20 A 1003 Rev A, 20 A 1004 Rev A, 20 A 1005 Rev A, 20 A 3001, 20 A 3002 Rev A, 20 A 2001 Rev A, 20 A 2002 Rev A, 20 A 2003 Rev A, 20 A 2004 Rev A, 20 A 2005 Rev A, 20 A 2006 Rev A, 20 A 2007 Rev A, 20 A 2008, 20 A 4001 (sheet 1), 20 A 4001 (sheet 2) & LP00(90)	
<b>Case Officer Contact:</b> Stuart Cooke	
<p><b>PLANNING DESIGNATIONS:</b> Unitary Development Plan 2006:</p> <ul style="list-style-type: none"> <li>▪ Tottenham Hale Urban Centre Masterplan Area</li> <li>▪ Defined Employment Area</li> <li>▪ Area of Archaeological Importance</li> <li>▪ Road network – Borough Road</li> </ul>	
<b>RECOMMENDATION</b>	
<b>GRANT PERMISSION</b> subject to conditions and subject to sec. 106 Legal Agreement	

**SUMMARY OF REPORT:**

The proposed scheme is a block of 557 student accommodation rooms with communal facilities in a 5 – 12 storey building sited in the north-west corner of the Hale Village scheme in Tottenham Hale. The original outline planning permission for Hale Village proposed 145 flats on this part of the site but current limited market demand for housing makes this undeliverable.

The principle of additional student accommodation is considered acceptable. The northern elevation of the proposed block design substantially exceeds the building and storey heights envisaged in the approved Hale Village Design Code but this is considered the least sensitive elevation and the good design details make this acceptable.

The building is recommended for approval subject to the Mayor of London's direction, conditions and the completion of a new s106 legal agreement that:

- will bind this development to the provisions of the existing Hale Village-wide s106 agreement signed in 2007 insofar as they apply to this NW2 land plot; and
- incorporates provisions consistent with the proposed revisions to the 2007 s106 agreement (reported elsewhere on this Agenda) in relation to granting proportionate liability to individual plot leaseholders for specific s106 funding obligations and to
- ensure the obligations in the original section 106 agreement (as amended) are linked to this new permission (HGY/2010/1897).

**1. SITE AND SURROUNDINGS**

1.1 The Hale Village development is located on the former GLC Supplies Depot site in Ferry Lane, close to Tottenham Hale transport interchange. The site is bounded by the Liverpool Street/Stansted railway line to the west, Millmead Road and the River Lee and Lee Valley Regional Park to the east, Ferry Lane and residential areas to the south and the Millmead/Lockwood Industrial Estate to the north.

1.2 This application relates to Block NW2 in the north-west corner of the Hale Village development and one of the 14 buildings proposed in the whole scheme. The NW2 plot is bounded by the main railway line to the west, Block NW1 to the south (102 flats currently under construction), Block N to the east (176 flats currently under construction) and a proposed ecological open space immediately to the north with the Millmead/Lockwood Industrial Estate beyond that.

**2. PLANNING HISTORY**

2.1 Outline planning permission was granted for the Hale Village development as a whole in 2007 (HGY2006/1177). Since then a number of reserved matters applications have been granted relating to various buildings within the development and full planning permission was granted (subject to signing a s106 agreement) for Pavilions 1 & 2 in October 2010. No reserved matters application has been submitted for Block NW2 - this current application is a full planning application as the additional student accommodation proposed is outside the remit of the outline planning permission (the outline consent envisaged 145 residential flats within Block NW2).



### 3. DETAILS OF PROPOSAL

- 3.1 Permission is sought to develop Block NW2 as student accommodation with 557 rooms plus communal student facilities. The applicant, Unite, owns and manages the occupied student accommodation in Block W (in the south-west corner of the Hale Village site) that was completed in 2009.
- 3.2 The proposed building is formed by two 'L-shaped' blocks ranging from 5 to 12 storeys. Apart from the northern elevation, the block heights are less than or only slightly exceed (by 0.7m.) the parameter building heights envisaged in the approved Design Code for the whole Hale Village development. The northern elevation though is substantially higher (proposing 7-10 storeys compared with 4 storeys in the Design Code) and the design quality and impact of this will be assessed in section 7 of this report.
- 3.3 The two blocks of the development are approximately 14m. in depth and create a central communal courtyard. This block depth is greater than envisaged in the Design Code on the basis of this Block being residential flats. This means the central courtyard is correspondingly smaller with implications for the amount of sunlight enjoyed in that central open space. The development will have green roofs.
- 3.4 Rooms are provided in clusters served by a linear corridor with each room having an en-suite bathroom. The clusters range in size from 3 rooms to 10 rooms sharing an appropriately sized and equipped kitchen. The proportion of rooms in each cluster size is:
- 3 room cluster – 27 rooms (5% of total)
  - 5 room cluster – 50 rooms (9% of total)
  - 7 room cluster – 77 rooms (14% of total)
  - 9 room cluster – 63 rooms (11% of total)
  - 10 room cluster – 340 rooms (61% of total).
- 3.5 While the individual bedrooms are broadly the same as in the applicant's existing student block (Block W) in the Hale Village scheme, there is an emphasis on having a larger number of rooms sharing a kitchen. The applicant states that this is to differentiate the offer from the existing Block W (with correspondingly lower rents) so broadening the appeal to the student market. There is a high demand for the existing rooms in Block W and, even with the current position with increasing student tuition fees, a report submitted as part of the application justifies the applicant's projection that there is likely to be a continuing significant demand for this type of student accommodation.
- 3.6 26% of the rooms face north either onto the ecological park (in the north block) or into the central courtyard (in the south block) and will not receive any direct sunlight.
- 3.7 No car parking is proposed but one on-street disabled parking space will be available for use by students with disabilities. 283 cycle spaces (equivalent to 1 space per 2 student bedrooms) will be provided in the courtyard and in a cycle store within the building.

- 3.8 27 rooms, 5% of the total, (5 to be provided at construction and 22 to be adapted when required), are designed for easier use by students in wheelchairs. The applicant states that such adaptations would be done to the additional rooms when necessary to enable a disabled student to stay in the development.

#### **4. RELEVANT PLANNING POLICY**

##### **PPS1: Sustainable Development**

##### **London Plan (Consolidated with Alterations) February 2008**

The Mayors London Plan sets out an integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. A draft replacement London Plan is currently subject to an EiP.

Policies 2A.5 and 5B.2 of the London Plan 2008 recognise Tottenham Hale as an Opportunity Area, (Map 2A.1 – Upper Lee Valley) in North London. Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs and homes and their potential should be maximised. Paragraph 5.40 recognises the significant redevelopment opportunities of Tottenham Hale, particularly its transport links.

Policies 4A.1 to 4A.7 set out the Mayors policies on tackling and mitigating climate change through sustainable design and construction including decentralised energy systems and renewables. Pre-application advice has been given by the GLA's energy team which required a full Energy Strategy to be submitted. In order to ensure this is achieved satisfactorily, a condition is attached requiring a full Energy Statement to be submitted.

Policy 3.8 of the draft replacement London Plan recognises the strategic and local requirement for student accommodation within the overall need for housing provision and housing choice.

##### **Unitary Development Plan 2006**

The original outline application was assessed in the light of the policies contained in the UDP 2006. This plan remains the local plan for the area. The principal policies relevant to this application are:

AC2: Tottenham International  
UD2: Sustainable Design and Construction  
UD3: General Principles  
UD4: Quality Design  
UD8: Planning Obligations  
ENV9: Mitigating Climate Change: Energy Efficiency  
ENV10: Mitigating Climate Change: Renewable Energy  
M10: Parking For Development

Policy AC2: Tottenham International identifies Tottenham Hale as being the focus for a new, comprehensive, mixed use development in line with the London Plan designation and incorporates the Tottenham Hale Urban Centre Masterplan 2006 as being the adopted framework for the residential led, mixed use redevelopment of the area.

**Tottenham Hale Masterplan 2006 - SPD**

On 31 October 2006, Haringey Council’s Executive adopted the Tottenham Hale Urban Centre Masterplan as a Supplementary Planning Document (SPD). The Masterplan (SPD) will supplement the policies contained within the Adopted Unitary Development Plan (2006) – in particular Policy AC2, as well as the Mayor’s London Plan and other relevant supplementary planning guidance notes. The Masterplan will be a material planning consideration and afforded significant weight when used to determine planning applications for the area.

The Urban Centre Masterplan is a strategic guide that will help steer development in Tottenham Hale, paying particular regard to the area’s six key sites and various public realm initiatives. It provides a major opportunity to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses focused around an enhanced, fully accessible transport interchange.

**LDF/Core Strategy**

The Council is currently preparing its LDF and the Core Strategy which is presently at the consultation stage. The Core Strategy brings forward the approach of the London Plan and the UDP to the redevelopment of Tottenham Hale as an area of significant growth. The planning policy background to the redevelopment of the Hale Village site and this application therefore remains consistent with that in place when the original outline planning permission was granted and within which the parameter plans and design code were developed.

**5. CONSULTATION**

<b>Statutory</b>	<b>Internal</b>	<b>External</b>
Natural England Thames Water Network Rail TfL English Heritage (arch) Metropolitan police Design Advisor Environment Agency Lee Valley Regional Park Fire Brigade British Waterways	Local Ward Cllrs – Northumberland Park, Tottenham Hale, Seven Sisters, Tottenham Green.  Transportation Cleaving Building Control Strategic Housing Design Policy Strategic Sites	43-49 The Hale Armada Close Ashley Road Bream Close Broad Lane Erskine Crescent Gosport Walk Hale Gardens Jarrow Road Kessock Close 1-73 Park View Road Queensferry Walk Reedham Close Runcorn Close Yarmouth Crescent

		<p>Tynemouth Area RA          THRASH          Ferry Lane Action          Group          Ferry Lane Estate RA          Tottenham Hale RA          Tottenham Hale          Stakeholders Group</p>
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## 6. RESPONSES

- 6.1 Tottenham Stakeholder Group (minutes-meeting 1 December 2010) made the following comments on this proposal:
- *“facilities – in Emily Bowes, there are clusters of 5, 6 or 7 to a kitchen, here there are up to 14. Could be squalid*
  - *“Does the western façade work?”*
  - *“Transport impacts – increasing affordable and student accommodation means car parking has been reduced. But impacts on tube, already congested. T Hale handles 4m journeys a year, which improvements will increase to capacity of 8m pa.”*

Thames Water – no objections subject to condition re. water supply.

Environmental Health Service – Remediation and verification reports required.

Ms C Donoghue – general look and design is pleasing. Clusters are too large.

- 6.2 A Development Management Forum was held on 12 January 2011. Minutes of the Forum to follow.
- 6.3 The Mayor of London states that changes should be made to the scheme to make it compliant with the London Plan. He accepts the principle of student accommodation recognising the current constraints of the housing market and the specific challenges created for the Hale Village scheme. The Mayor wants to see the s106 agreement restrict use of the rooms solely to students in full-time higher education.
- 6.4 The Mayor is concerned that the extra height of the northern block reduces design quality. He suggests that either the southern block be omitted (to open up the courtyard) or the north block be reconfigured to create a more open courtyard and to reduce the number of north-facing rooms.
- 6.5 Secured by Design – the Mayor is concerned that there may be inadequate security for the occupiers of ground floor rooms in the west and north blocks facing a strip of land alongside the main railway lines and the ecopark respectively.
- 6.6 Energy - the building will be served by the Combined Heat and Power system that serves the whole Hale Village development which aims to secure an overall carbon reduction (for Hale Village as a whole) of 20% (compared with 2006 Building Regulations). The Mayor has requested additional technical information to show, for

example, what passive design measures are proposed within the building to reduce its energy demand.

6.7 The Mayor welcomes this development as a car-free scheme and is satisfied that the resulting demand on public transport is adequately dealt with in the existing s106 agreement relating to the whole Hale Village scheme. TfL though request confirmation that a contribution will be made to the proposed works to increase capacity at Tottenham Hale Bus Station Interchange in accordance with the existing provisions of the 2007 s106 agreement. (Response: This contribution is proposed to be made. The Council's Cabinet approved (in Sept. 2010) the allocation of £3.5m. of the Hale Village s106 funds to improvements to the Gyrotory and Bus Station. The proposed revisions to the s106 agreement (see the separate report elsewhere on this Agenda) secures much of this funding.

6.8 Subsequent to the issuing of the Mayor of London's Stage 1 response to the scheme, GLA officers have indicated that, unless design changes are made, they may be inclined to recommend that the Mayor directs refusal of this application when this Committee's decision (if it is a decision to approve the application as is recommended) is reported to the Mayor at Stage 2 of the process. Discussions are continuing with GLA officers on this and the Committee will be updated orally at the meeting.

6.9 Transportation have commented as follows:

*"Although the proposal will involve an increase in the amount of student accommodation, the applicant proposes that the student development be designated as car-free. This will result in very minor changes in total person movements for the site as demonstrated in table 3.2 of the transport statement, which shows that vehicular movements will decrease for both the am and pm peak periods.*

*"The proposals would result in an increase in the use of public transport during both the am and pm peaks. However, these changes are small (two-way trip generation of 3% for am peak and 6% pm peak) and therefore unlikely to have any noticeable impact on the public transport network. The highway and transportation authority agree with the applicants analysis of capacity and demand associated with the proposed development. As there is to be an overall decrease in on-site car parking provision from 800 spaces to 716, we would therefore support the view that there will be a decrease in the level of highway impact. Furthermore, the proposals will see an increase in the amount of cycle parking to 1,100 spaces. It is intended that the additional provision will cater for the increase in student accommodation.*

*"There have been some changes to the travel plan for this development, which is now a stand alone document that will support the site-wide travel plan. Although the development's car-free designation would limit the action required in terms of encouraging the use of sustainable modes, the travel plan will still focus on implementation and monitoring of the identified measures and is acceptable.*

*"Given the net decrease in the peak hour vehicular movements and the reduction in on-site parking provision, the proposals are likely to have a beneficial impact upon the highway network with little impact on the local public transport network. Therefore, the highway and transportation authority do not wish to raise any objections to the this proposal."*

## 7. ASSESSMENT

7.1 The main issues relating to this application are:

- a) Principle of the Use
- b) Building height and design
- c) Sustainability/contamination
- d) Sunlight/daylight.
- e) Impact on Block NW1 to the south
- f) Impact on local public transport.

### a) Principle of the Use

- 7.2 The outline planning permission included a proposal for 145 open market residential flats on this part of the Hale Village site as part of the total of up to 1,210 dwellings in the overall scheme. The major downturn in the private housing market now makes this undeliverable with no interest being shown by developers following three marketing exercises. Other parts of the Hale Village site are more attractive to private residential developers and it is unlikely that this site will be developed for open market residential use for the foreseeable future. The level of affordable homes in the scheme is already at 50% and, in the interest of maintaining a balanced community, it is neither considered appropriate nor feasible (given the current economic position) for this site to be developed for affordable homes.
- 7.3 An alternative use is therefore needed for this plot which, given the financial challenges being experienced by the lead developer in ensuring construction continues on the whole site, also has to be a commercially viable scheme.
- 7.4 The applicant, Unite Group, already owns and manages Block W to the south of the application site which, with 687 rooms, has proved to be a popular scheme for students and Universities. It is a well managed building offering high quality accommodation. The rooms in the application building are based on the same principles but this scheme aims to broaden the appeal to the student market by providing most of the rooms in larger clusters enabling rents to be slightly cheaper. All bedrooms will still have an en-suite bathroom.
- 7.5 Hale Village is well located for student accommodation with easy public transport access to many London Universities. The proposed student accommodation will be available for any students and will not be tied to a specific University or higher education institution (although some may block book rooms on an annual basis).
- 7.6 A detailed assessment of likely student demand given the current changes to student finances and tuition fees is provided as part of the application. This estimates that there are currently about 19,000 students living in the borough with just over 1,300 student bed spaces provided in managed blocks (including Emily Bowes Court in Block W). The vast majority of students living in the borough therefore either live at home or in the private-rented sector.
- 7.7 Across London as a whole, the report states that there are 267,000 full-time higher education students studying in London. There are approximately 54,000 purpose-built bedspaces available for students with a further 16,600 in the pipeline to be built.

- 7.8 The current changes to student tuition fees and student loans are likely to lead to an increasing demand for cheaper accommodation. The report submitted by the applicant estimates that there will be a flow of students over time to Outer London from more expensive private rented accommodation especially closer to central London albeit that students will then have to incur the increased cost of travel back to a central London University.
- 7.9 If this assessment is correct, then there could be a lessening of demand for private rented housing which might then free up that housing for use by other households and, arguably, reduce pressure on rent levels.
- 7.10 The applicant is a specialist student accommodation provider who, based on their experience in general and their specific experience of the response from students to the accommodation they provide in Emily Bowes Court (Block W in the Hale Village scheme), is confident that there will be continuing good student demand for the type of accommodation proposed in Block NW2. The rooms will not be tied to a specific University other than those which are block-booked by a University on an annual basis. Individual students will be able to book a room directly.
- 7.11 The applicant has also provided information on the contribution that existing students in Emily Bowes Court make to the local economy and community. Based on an 18% response rate from existing students:
- 42% of students are considering or are committed to staying on in the local area after graduation;
  - 59% of students travel less than 1 mile to buy groceries;
  - 70% of students say they would buy other goods locally; and
  - 59% of students are considering or are volunteering with a community group or charity.
- 7.12 The principle of student accommodation on this plot is considered acceptable and a positive contribution to the overall Hale Village scheme and to the local area.

**b) Building height/design/cluster sizes**

- 7.13 The Design Code for Hale Village approved in 2007 envisaged a 4-11 storey perimeter block building with overall building heights ranging from 25m. up to 50 m. (Above Ordnance Datum) – equivalent to an actual building height here of approximately 15.7m. up to 40.7m.
- 7.14 The application proposal for Block NW2 is for a 5-12 storey perimeter block building occupying a deeper footprint than indicated in the Design Code with the actual building parapet/roof heights ranging from approximately 15.8m up to 35.1m. (actual height). However, the heights of different blocks of the building do vary significantly from the Design Code maximum heights.
- 7.15 The west block alongside the railway lines is 5.6m. below the Design Code maximum height. The south block is marginally above (by 0.07m.) the Design Code maximum height and east block exceeds it by slightly more (by 0.7m. at 21.4m. actual height). The height of the west and east blocks are similar to the approved heights of neighbouring blocks - Block NW1 (to the south) and Block N (to the east).
- 7.16 However, the height of the northern block exceeds the Design Code height by up to 14.2m. (a 10 storey middle section replaces the 4 storey middle section envisaged in

the Design Code). While this increased height is partly offset by the north-facing end of the west block being 5.6m. lower than the maximum height set by the Design Code, the overall effect is to significantly increase the height and visual dominance of this northern side of the building compared with that envisaged in the Design Code.

- 7.17 This extra height creates additional shadowing over the proposed ecological open space immediately to the north. While this should not unduly affect the public enjoyment of this space, the proposed planting and layout of this western end of the ecological open space will need to be adapted to accommodate this greater overshadowing. The higher building here should not impact on the industrial land to the north (or significantly constrain any future redevelopment of that land).
- 7.18 The increased height of this middle section of the northern block (compared with the Design Code) is one of the main design concerns of the Mayor of London. It does create a more enclosed feel to the courtyard and does mean that more rooms face north than if this section was lower. If this middle section was reduced to the maximum Design Code height it is estimated that this would remove at least 60 student rooms from the scheme. The applicant states this would make the scheme unviable from their perspective.
- 7.19 The northern block is considered to be the least sensitive part of the design and the extra height is considered acceptable even though it does substantially exceed (in its middle section) the Design Code parameter height. The height of the 7 storey eastern block (0.7m. above the Design Code parameter height) and the marginal additional height of the south block are both considered acceptable – the extra height helps secure the appropriate alignment of windows with Block NW1 to the south.
- 7.20 While the height of the southern block is consistent with the Design Code, the Mayor of London is also concerned that this, coupled with the extra height in the northern block, creates further enclosure of the courtyard and reduces sunlight. He suggests that, as an alternative to reducing the height of the northern block, this southern block is deleted from the scheme. This would remove 35 student rooms (20 of which are north-facing).
- 7.21 The pre-application discussions resulted in significant reductions in the size of this development (and the number of student rooms) and revisions made since the application was first submitted, to reduce the size of the room clusters, has resulted in a further 9 rooms being taken out of the scheme. The applicant states that the deletion of the southern block and the resultant loss of 35 rooms would make the scheme unviable from their perspective.
- 7.22 The principle of a southern block in this development and its height is consistent with the Hale Village Design Code. While a reduction of rooms might provide a little more light to the courtyard, cognisance has to be taken of the scheme changes that have already been made and the views of the applicant regarding viability. The overall design of the elevations and the courtyard (notwithstanding the issue of direct sunlight) is good. The design has been improved as a result of pre-application discussions to complement neighbouring approved buildings and to provide both greater consistency and contrast and is now, on balance, considered acceptable.



7.23 In terms of cluster sizes within the proposed building, the scheme has been revised to reduce the number of rooms in each cluster to a maximum of ten, with cluster sizes varying between three rooms to ten rooms. This change will result in an improved level of facilities and standard of accommodation for the students occupying the accommodation.

**c) Sustainability/Contamination**

7.24 The proposal aims for an overall BREEAM rating of excellent. This includes careful use of new and recycled materials and design and construction methods to minimise use and waste of materials.

7.25 The underground and surface water drainage systems are designed to accommodate rainwater attenuation to meet the specification for the whole development. The SUDS system is designed to mimic natural catchment behaviour and is designed for a 1:100 year storm event plus 20% for climate change.

7.26 The development includes a central Energy Centre which provides heat and electricity to various buildings on site including to Block NW2. The intention is to have no form of heat generating plant for back up purposes within the building. The energy efficiency strategy submitted with the application concludes that by connecting Block NW2 to the energy centre the scheme will meet the requirements of the GLA criteria and therefore it will not be necessary to introduce any further carbon saving measures such as renewable heat or electricity generation.

7.27 A flood risk assessment for the whole Hale Village development has been undertaken and there is a requirement for the on site surface water drainage network to limit flows from Block NW2 to meet the SUDS requirements.

7.28 Environmental surveys of the site have been undertaken to assess the likelihood of soil, groundwater and gas-borne contamination. These surveys show that there are likely to be low levels of contamination of the upper soils and groundwater resulting from the previous use of the site. However, there are considered to be no significant construction or end use health and safety or environment risks associated with contamination on the site.

**d) Sunlight/daylight**

7.29 The footplate of this development produces a communal central courtyard that is approximately 20m by 19m. The distance between facing student rooms is either 17m. or 20m. This is acceptable as managed student accommodation. A sunlight assessment shows that the courtyard will only have partial direct sunlight in the summer.

7.30 26% of the student bedrooms face north and will not receive any direct sunlight. This percentage is higher because of the number of rooms in the taller north block compared with the Design Code. However, those north-facing rooms will overlook either the ecological park or the central courtyard so will have a pleasant outlook albeit without receiving direct sun. Daylight levels though are acceptable. The only way to reduce the number of north-facing rooms is to reduce the total number of rooms in the development. (It is not desirable to relocate rooms by increasing the

height of the west block as that would then be taller than the adjoining NW1 Block contrary to the Design Code.) The applicant has stated that they require 550+ rooms to make the scheme viable from their perspective. It is therefore considered on balance that this number of north-facing rooms is acceptable in this scheme.

**e) Impact on Block NW1 to the south and Block N to the east (both currently under construction)**

- 7.31 As envisaged in the approved Design Code, the southern side of this development will form the northern enclosure to the communal courtyard for the residential flats in Block NW1. This means that 15 student rooms and 5 kitchens facing south in the south block will directly abut and overlook that courtyard (but will of course have no access to it). While this NW1 courtyard is private space for NW1 residents it is nevertheless a communal space and the overlooking from student rooms should not be a constraint to its use.
- 7.32 The distance and angles of view between habitable room windows in Block NW1 and the student room windows in Block NW2 is acceptable.
- 7.33 The distance between the student rooms facing onto Block N to the east on the opposite side of Brook Street (residential flats under construction) is approximately 15m. – this is close but it is on the public road elevations and is consistent with the original masterplan and what has been granted planning permission in other parts of the Hale Village development.
- 7.34 An assessment of the impact of the proposed student block on the sunlight and daylight reaching the residential flats in Blocks N and NW1 indicates that there will be no significant impact on sunlight (compared with the position if this block had been developed for residential use in accordance with the outline planning permission). While the daylight assessment indicates that the student block will reduce the amount of daylight to a small number of the flats in Block NW1 compared with the position without any development on NW2, the scale and height of the student block development close to Block NW1 is generally consistent with the Design Code and so will not have a significantly greater impact than the residential development envisaged for Block NW2 in the Hale Village masterplan and the outline planning permission.

**f) Impact on local public transport**

- 7.35 This car-free scheme means that students have to use public transport. The scheme is well sited in relation to the Underground and mainline rail services at Tottenham Hale Station and the numerous bus routes in the vicinity. Transport for London is satisfied that the transport impacts of the Hale Village scheme as a whole are adequately mitigated in the existing s106 agreement and do not raise any further issues regarding the need for increased public transport capacity as a result of increased demand from students.

**S106 Agreement**

- 7.36 This is a full planning application, separate from the outline planning permission granted in 2007. Therefore, unless it is specifically linked to the provisions of the existing s106 agreement signed in 2007, the development and the landowner will not be bound by the relevant terms. Substantial revisions to that s106 agreement are reported elsewhere on this Agenda. So that this current application is bound by the relevant obligations of the 2007 agreement, the recommended decision to

approve this planning application is subject to the applicant and landowner entering into a new s106 agreement related to the NW2 plot that

- will bind this development to the provisions of the existing Hale Village-wide s106 agreement (dated 9 October 2007) insofar as they apply to this NW2 land plot; and
- grants, consistent with the proposed revisions to the 2007 s106 agreement (reported elsewhere on this Agenda), proportionate liability to the applicant and plot leaseholder for specific s106 funding obligations.

7.37 The applicant has agreed this. Members are referred to the separate report on this Agenda that details the revisions to the s106 agreement. The NW2 land will also be tied in to the Deed of Variation recommended in that separate report but the issuing of the planning permission for this NW2 development need not await the signing of that Deed of Variation.

7.38 In connection with Block W, the applicant was granted an exemption from most of the funding obligations of the 2007 agreement for that specific Block. However, it is not proposed that this exemption be extended to Block NW2 but rather the applicant has a proportionate liability for specific funding obligations in a similar way as the Committee approved for Newlon Housing Trust on Blocks C1 & N in January 2010. Given the other proposed revisions to the 2007 s106 agreement (detailed in a separate report on this Agenda), this proportionate liability will only cover some of the funding obligations (not all of them).

## **8. EQUALITIES IMPACT ASSESSMENT**

8.1 In determining this application the Committee is required to have regard to its obligations under Equalities Legislation including the obligations under Section 71 of the Race Relations Act 1976.

8.2 The impact of this scheme has been considered in relation to Section 71. The proposed development has been considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

8.3 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

## **9. LEGAL SERVICE COMMENTS**

9.1 This application is to have its own separate section 106 agreement. It is recommended that to avoid this scheme and the site being exempt from liability for the contributions provided for the whole site, the new section 106 agreement provide that the land is bound by the obligations in the original section 106 agreement (in its current form, and as subsequently amended by any further deed of variation).

The main report on this agenda sets out the basis of that proposed new agreement. This also reflects the amendments regarding securing proportionate liability for

individual plot leaseholders that are proposed for the original section 106 agreement for the site (as recommended in the separate report on this Agenda).

The Deeds of Variation signed on 23.07.2008 and 08.01.2009 had the effect of exempting the leaseholders of certain blocks (W, SE, C2, NW1) within the development from liability for contributions under the original section 106 agreement. More recently however, for the deed of variation approved for Newlon (blocks C1 & N) on 11 January 2010 the Committee did not agree to release the leaseholders from obligations and instead agreed to make them proportionately liable for the contributions of the whole site. Similarly when Committee considered the application by Bellway (Pavilions 1 & 2) the leaseholder was not exempted from the contributions due under the original section 106 agreement. The Head of Legal Services recommends that the section 106 agreement be drafted to ensure block NW2 is not exempt from its proportion of the contributions for the Hale Village site.

## 10. CONCLUSION

- 10.1 The application scheme changes the use of this part of Hale Village from residential use to student accommodation and therefore changes the balance of uses within the overall development. If granted, this application will see a total of 1,244 student rooms in Hale Village. This replaces the 145 residential flats originally envisaged for Block NW1 but, with some increases in the number of flats on other plots, the net reduction in residential flats is slightly lower. If this application for NW2 is granted, there may be approximately 1,087 residential flats in the completed Hale Village (subject to relevant planning permissions being granted) compared with the outline planning permission for up to 1,210 homes.
- 10.2 If this application is granted, Hale Village will still have the potential to be a vibrant, sustainable community and with a range of uses within a well designed environment. Students contribute positively to the local economy and add further vibrancy to community life while placing fewer demands on some local infrastructure.
- 10.3 Overall, the design of the elevations is considered acceptable and has been improved as a result of pre-application discussions to complement the neighbouring approved buildings and to provide both greater consistency and contrast within the development as a whole.

## 11. RECOMMENDATION

- 11.1 Subject to any direction from the Mayor of London and the applicant and the owners of the application site entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 that;
- will bind this development to the provisions of the existing Hale Village-wide s106 agreement (dated 9 October 2007) insofar as they apply to this NW2 land plot; and
  - grants, consistent with the proposed revisions to the 2007 s106 agreement (reported elsewhere on this Agenda), proportionate liability to the applicant and plot leaseholder for specific s106 funding obligations
- planning permission be GRANTED in accordance with planning application reference number HGY/2010/2090:

Applicant's drawing Nos.

20 A 1000, 20 A 1001 Rev A, 20 A 1002 Rev B, 20 A 1003 Rev A, 20 A 1004 Rev A, 20 A 1005 Rev A, 20 A 3001, 20 A 3002 Rev A, 20 A 2001 Rev A, 20 A 2002 Rev A, 20 A 2003 Rev A, 20 A 2004 Rev A, 20 A 2005 Rev A, 20 A 2006 Rev A, 20 A 2007 Rev A, 20 A 2008, 20 A 4001 (sheet 1), 20 A 4001 (sheet 2 ) & LP00(90)

Subject to the following conditions:

1. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

2. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

5. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

6. A landscape management plan, including management responsibilities and maintenance schedules for the landscaped areas, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of the development.

Reason: To ensure the proper provision and maintenance of the landscaped areas.

7. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

8. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

10. That full details of the external lighting proposed within the scheme hereby approved shall be submitted, and approved in writing by, the Local Planning Authority, prior to the commencement of the development.

Reason: To protect the amenity of the surrounding area.

11. At least one disabled "blue badge" parking space shall be dedicated and clearly identified for use by disabled visitors to the development hereby approved.

Reason: To ensure adequate disabled parking provision.

12. Prior to the commencement of the development hereby approved, an Accessibility Management Plan, to ensure room adaptations are available for disabled students where required, is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is fully accessible.

13. That provision for 283 secure cycle parking spaces shall be made within the scheme and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure adequate provision for cycle storage is provided within the scheme.

14. Prior to the development hereby approved being occupied, a Parking Management Plan, including identification of the location of the off-street blue badge parking space, and a mechanism to ensure that the supply and demand of blue badge bays are regularly monitored and reviewed, is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the adequate disabled parking equates with demand and is enforced.

15. Notwithstanding the details submitted with the scheme hereby approved, the applicant shall submit full details of the external areas within the scheme, including the approaches, entrances and amenity areas, showing how they will be fully accessible to disabled people, including visually impaired students through appropriate lighting provision and provision of level thresholds and power assisted main entrance sliding doors.

Reason: To ensure that the development hereby approved is full accessible to all users.

16. Notwithstanding the details submitted with the application hereby approved, a further Energy Statement including an estimate of the regulated carbon emissions of the development in tonnes of CO<sub>2</sub> per year, and an estimate of the overall carbon dioxide savings in tonnes of CO<sub>2</sub> per year, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To ensure the development achieves the appropriate levels of energy efficiency for the development.

17. The development hereby approved shall be connected to the central energy centre serving the whole Hale Village development.

Reason: To ensure that the development complies with the energy strategy for the whole of the Hale Village development.

18. The development hereby approved shall include 300 square metres of photovoltaic panels.

Reason: To ensure an adequate provision of renewable energy provision is achieved by the development.

19. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured by Design' and 'Designing out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

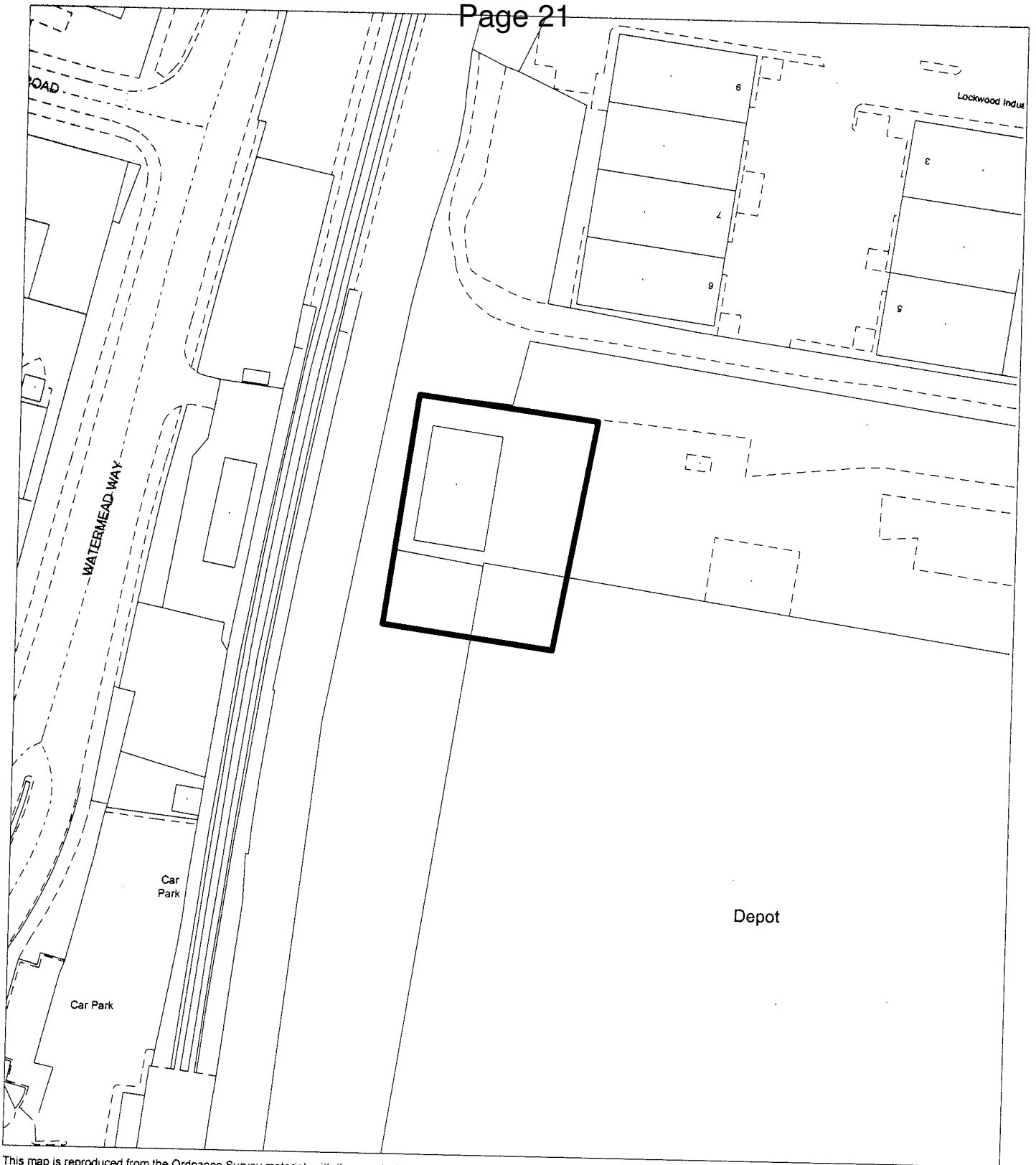
20. That the development hereby approved shall be for use by students in full-time higher education only.

Reason: To ensure the proper use of the development.

REASONS FOR APPROVAL

The development hereby approved is considered to comply with the relevant national, regional and local policies including the policy AC2: Tottenham International of the Unitary Development Plan 2006 and SPG: Tottenham Hale Masterplan 2008.





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## Site plan

## Former GLS Depot, Ferry Lane N17

**Directorate of  
Urban  
Environment**

Marc Dorfman  
Assistant Director  
Planning and Regeneration  
639 High Road  
London N17 8BD  
  
Tel 020 8489 0000  
Fax 020 8489 5525

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Special Planning Committee 24 January 2011

Item No.

## REPORT FOR CONSIDERATION AT SPECIAL PLANNING COMMITTEE

<b>Reference No:</b> HGY/2010/1897	<b>Ward:</b> Tottenham Hale
<b>Address:</b> GLS Supplies Depot, Ferry Lane, London N17 ('Hale Village')	
<p><b>Proposal:</b>  Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems</p> <p><b>Existing Use:</b> Mixed use residential-led development (under construction)</p> <p><b>Proposed Use:</b> Mixed use residential-led development</p> <p><b>Applicant:</b>  Lee Valley Estates (Ferry Boat Properties), Blackhorse Lane, London, E17 5QJ</p> <p><b>Ownership:</b> Private</p>	
<b>Date received:</b> 8 October 2010	<b>Last amended date:</b> N/A
<b>Drawing number of plans:</b> As HGY/2006/1177	
<b>Case Officer Contact:</b> Stuart Cooke	
<p><b>PLANNING DESIGNATIONS:</b>  Unitary Development Plan 2006:</p> <ul style="list-style-type: none"> <li>▪ Tottenham Hale Urban Centre Masterplan Area (whole site)</li> <li>▪ Defined Employment Area (whole site)</li> <li>▪ Lee Valley Regional Park (part of site)</li> <li>▪ Area of Archaeological Importance</li> <li>▪ Road network – Borough Road</li> </ul>	

**RECOMMENDATION**

**GRANT PERMISSION** for the development ref. no. HGY/2010/1897 (dated 8 October 2010) subject to conditions and **subject to** a pre-condition that the applicant and the owners of the application site shall first have entered into a **Deed of Variation to the legal agreement dated 9 October 2007** under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 as detailed in the separate report on this Agenda to:

- secure a firm date for payment of much of the ‘triggered’ funding obligations that are currently owed;
- re-profile some of the remaining funding obligation payments;
- make some of the funding obligation payments subject to achieving increased open market residential sales values;
- clarify that specific plot leaseholders should have proportionate liability for some of the funding obligations; and
- incorporate other appropriate amendments to reflect scheme changes.

**SUMMARY OF REPORT:**

This application takes advantage of new national regulations introduced in October 2010 to permit applications to extend the timescale for implementing existing outline planning permissions. These regulations were introduced to help address the impacts of the economic recession and the property market downturn.

The Hale Village development, granted outline planning permission in October 2007, is being built in phases with each of the proposed 14 separate buildings that comprise the overall mixed use scheme being subject to either reserved matters consent or separate full planning permission.

The housing market downturn has had a major effect on this site and has substantially slowed the speed of development though it is heartening that, in contrast to many other sites in London, building has continued. This has been made possible with additional financial support from the Homes and Communities Agency.

Due to the downturn, 4 buildings have not yet been designed to enable the submission of reserved matters applications linked to the outline permission. That outline permission expired on 9 October 2010 and the applicant is seeking to extend the timescale of the outline consent to support the marketing of the plots for those remaining buildings (Block SW and Pavilions 3-5) which will comprise open market flats, a hotel and retail units.

It is recommended that the timescale for the submission of reserved matters applications linked to the outline planning permission for the Hale Village development be extended for 3 years subject to signing a Deed of Variation to the existing s106 legal agreement signed in 2007 linked to the original outline permission to revise and update its provisions (as detailed in the separate report on this Agenda).

## 1. SITE AND SURROUNDINGS

- 1.1 The Hale Village development is located on the former GLC Supplies Depot site in Ferry Lane, close to Tottenham Hale transport interchange. The site is bounded by the Liverpool Street/Stansted railway line to the west, Millmead Road and the River Lee and Lee Valley Regional Park to the east, Ferry Lane and residential areas to the south and the Millmead/Lockwood Industrial Estate to the north.

## 2. PLANNING HISTORY

- 2.1.1 Outline planning permission was granted for the Hale Village development as a whole in 2007 (HGY2006/1177). Since then a number of reserved matters applications have been granted relating to various buildings within the development and full planning permission was granted (subject to signing a s106 agreement) for Pavilions 1 & 2 in October 2010.
- 2.1.2 A separate full planning application is also on this Agenda for determination relating to Block NW2.

## 3. DETAILS OF THE PROPOSAL

- 3.1 This application seeks an extension of the time limit within which to implement the outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site. The original outline consent lasts for 3 years and further reserved matters applications for specific building plots within the development cannot be made unless the 3 year time limit on that outline consent is extended.
- 3.2 New procedures were introduced by central government on 1 October 2010 allowing applicants to apply to renew part implemented/phased outline planning permissions. The purpose of this new provision is to keep planning permissions alive for longer during the economic downturn so that development can be implemented more quickly when economic conditions improve.
- 3.3 Since the original outline planning permission was granted, a number of elements of the Hale Village scheme have either been completed or are under construction. However, the applicant requires an extension of time to provide greater planning certainty to assist the marketing of the remaining development plots where no reserved matters applications have yet been submitted (Pavilions 3, 4 & 5 and Block SW). **The plan in Appendix 1** to this report summarises the current position with each building:
- The Energy Centre serving the whole development is completed and in operation;
  - The public realm infrastructure is being built in phases with high quality paving, lighting and landscaping and two areas of publicly-accessible open space;
  - Block W is completed and occupied as student accommodation (with the ground floor retail units being marketed for letting);
  - Blocks SE, C, N & NW1 are under construction by Newlon Housing Trust as 542 affordable homes plus the HQ office of Newlon in Block SE and retail units and healthcare space available to let in Block C together with a neighbourhood base for the Metropolitan Police;

- Pavilions 1 & 2 have detailed consent for 140 open market flats and construction is expected to start in early 2011;
- Block NW2 is the subject of a separate full application to develop that site as student accommodation outside the remit of the outline planning permission – see the separate report on this Agenda;
- Pavilions 3, 4 & 5 and Block SW are being marketed and await developer interest for open market homes, retail space and hotel.

#### 4. CONSULTATION

<i>Statutory</i>		<i>Internal</i>
Natural England Thames Water Network Rail TfL English Heritage (arch) Metropolitan police Design Advisor Environment Agency Lee Valley Regional Park Fire Brigade British Waterways LUL	Local Ward Cllrs – Northumberland Park, Tottenham Hale, Seven Sisters, Tottenham Green.  Transportation Cleaving Building Control Strategic Housing Design Policy Strategic Sites	43-49 The Hale Armadale Close Ashley Road Bream Close Broad Lane Erskine Crescent Gosport Walk Hale Gardens Jarrow Road Kessock Close 1-73 Park View Road Queensferry Walk Reedham Close Runcorn Close Yarmouth Crescent Tynemouth Area RA THRASH Ferry Lane Action Group Ferry Lane Estate RA Tottenham Hale RA Tottenham Hale Stakeholders Group

#### 5. RESPONSES

- 5.1 Thames Water – no objections in relation to water and sewerage infrastructure subject to informative re. water pressure.
- 5.2 Network Rail – no comments
- 5.3 Lee Valley Park Authority - “requests that priority be given in current negotiations of the S106 agreement to projects to improve access to the regional park across Mill Mead Road and to enhance the adjacent park land through re-fencing and landscaping.”
- 5.4 TfL – “no objection to the principle of extending the time limit for implementation of the Tottenham Hale masterplan, on the basis that agreement is reached with TfL on the proposed deed of variation to the original S106 (to which TfL will be a signatory).”

- 5.5 British Waterways – no objections
- 5.6 Steven Fosdyke, 155 Eskine Crescent – does not object to the development in principle but is concerned about additional traffic using Jarrow Road in terms of congestion, highway safety and increased health risks.

## **6. RELEVANT PLANNING POLICY**

London Plan  
Unitary Development Plan 2006/LDF  
Tottenham Hale Urban Centre Masterplan 2006  
Supplementary Planning Guidance

### **London Plan**

Policy 2A.5 of the London Plan recognises Tottenham Hale as an Opportunity Area, (Map 2A.1 – Upper Lee Valley). These areas are identified on the basis that they are capable of accommodating substantial new jobs and homes and their potential should be maximised.

### **Unitary Development Plan 2006 /LDF**

The original outline application was assessed in the light of the policies contained in the UDP 2006. This plan remains the local plan for the area. Policy AC2: Tottenham International identifies Tottenham Hale as being the focus for a new, comprehensive, mixed use development in line with the London Plan designation and incorporates the Tottenham Hale Urban Centre Masterplan 2006 as being the adopted framework for the residential led, mixed use redevelopment of the area. .

The Council is currently preparing its LDF and the Core Strategy which is presently at the consultation stage. The Core Strategy brings forward the approach of the London Plan and the UDP to the redevelopment of Tottenham Hale as an area of significant growth.

The planning policy background to the redevelopment of the Hale Village site remains consistent with that in place when the original outline planning permission was granted. On this basis, no reason is seen not to grant an extension of time for the reserved matters outstanding.

## **7. ENVIRONMENTAL IMPACT ASSESSMENT**

- 7.1 Applications for extensions of the time limit such as this are considered to be new applications for development under the 1999 EIA Regulations. An environmental statement was submitted with the original outline application and amended in April 2007. It is considered that this statement remains robust and the likely significant environmental impacts associated with the scheme have not changed. As there have been no changes to relevant policy or other material considerations which post date the original application, it is considered that no further information or updating of the environmental statement is required in relation to this application.

## 8. ANALYSIS/ASSESSMENT OF THE APPLICATION

- 8.1 Guidance for Local Planning Authorities determining applications to extend outline planning permissions is contained in the document “Greater Flexibility for Planning Permissions” dated October 2010. In determining such applications, the guidance states that the effect of the new procedure is to allow the Local Planning Authority, through reconsideration of the original planning permission, the ability to extend the time through which reserved matters applications can be submitted in respect of unimplemented phases of outline planning applications.
- 8.2 Local Planning Authorities are encouraged to take a positive and constructive approach to dealing with this type of application. The development proposed in an application for extension will by definition have been judged to be acceptable at an earlier date. Therefore, Local Planning Authorities should, in making their decisions, focus their attention on development plan policies and other material considerations which may have changed significantly since the original grant of planning permission.
- 8.3 While the extension of time application applies to the whole development, in reality it will only apply to those elements of the scheme not yet commenced, i.e. Pavilions 3, 4 and 5, Block SW and Block NW2.

### **Changes since the outline planning permission was granted in 2007**

- 8.4 There have been no significant planning policy changes since 2007 that impact adversely on the principle of the mixed use development at Hale Village. The consented scheme is a sustainable development set to achieve Level 4 of the Code for Sustainable Homes and a ‘Very Good’ BREEAM rating for commercial space. The scheme will achieve substantial energy and carbon savings through the on-site Combined Heat and Power Energy Centre using biomass fuel.
- 8.5 Some of the elements of the Hale Village scheme though have changed. This is primarily due to the major downturn in the housing market. The number of affordable homes now in the scheme has increased following increased investment by the Homes and Communities Agency which stepped in to support continuing construction on the site. 542 affordable homes are now in the scheme compared with xxx in the original outline permission. The Primary Care Trust is not willing to lease the healthcare centre space that is being built (despite discounted rent provisions in the s106 agreement) and so steps are underway to invite interest from individual GPs. In addition, there will be no primary school in the scheme as the allocated site is too small and increased pupil capacity is better provided elsewhere – off-site options are still being fully assessed by The Council’s Children and Young People’s Service. Some of the commercial space in the scheme has proved slow to let partly linked to the slower pace of development on the site though retailers are now showing interest.

### Parameter Plans and Design Code

- 8.6 The original outline application was informed by a set of parameter plans which laid out the underlying framework for the entire development of Hale Village. Furthermore, the outline permission required a Design Code to be prepared and agreed setting out the more detailed design aspirations and typologies for the whole scheme. All the applications for approval of reserved matters or other conditions attached to the original outline permission have been assessed in relation to both



the parameter plans and the Design Code to secure a consistent design approach. While individual blocks have extended beyond some of these parameters, e.g. building & storey heights, there remains an overall consistent high quality design theme to the whole development.

## **9. s106 PLANNING OBLIGATIONS**

9.1 The outline permission was issued following the signing in October 2007 of a s106 legal agreement covering a range of matters to control the development, mitigate its impacts and maximise its benefit for local communities. The details of this agreement need to be revised as a result of the changes to the scheme that affect the 'triggers' for funding obligations and to recognise the fact that, due to the economic downturn and lower land values, the landowner has not paid most of the funding that has already been triggered.

9.2 A separate report on this Agenda details the recommended changes to the s106 agreement. The recommendation in this current report to grant an extension of time for the outline planning permission is subject to first entering into the recommended Deed of Variation of the s106 agreement set out in that separate report so that the development continues with an acceptable mitigation of its impacts and contribution to improvements to supporting transport and community infrastructure.

## **10. EQUALITIES IMPACT ASSESSMENT**

10.1 In determining this application the Committee is required to have regard to its obligations under Equalities Legislation including the obligations under Section 71 of the Race Relations Act 1976.

10.2 The impact of this scheme has been considered in relation to Section 71. The proposed development has been considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

10.3 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

## **11 CONCLUSION**

11.1 The economic downturn has had a major impact on this scheme though it is welcome that construction has continued on the site albeit at a slower pace than originally envisaged when the outline planning application was first submitted in 2006.

11.2 The new national planning regulations that came into effect on 1 October 2010 are aimed at developments such as Hale Village and the timing of their introduction is extremely fortuitous for this development. The extension of the time limit for the 2007 outline planning permission will assist the marketing of the currently undeveloped sites that are primarily intended for open market homes. The construction of these homes (subject to approval of future reserved matters planning applications) will then complement the affordable homes being built on the site to encourage a sustainable mixed community.

- 11.3 The recommendation therefore is to approve an extension of time within which to submit reserved matters applications for the remaining undeveloped plots within the Hale Village scheme.

## 12 RECOMMENDATION

- 12.1 That the development be granted in accordance with the application dated 8 October 2010, (reference number HGY/2010/1897) subject to the following conditions and subject to a pre-condition that the applicant and the owners of the application site shall first have entered into a Deed of Variation to the legal agreement dated 9 October 2007 under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 as detailed in the separate report on this Agenda to:

- secure a firm date for payment of much of the ‘triggered’ funding obligations that are currently owed;
- re-profile some of the remaining funding obligation payments;
- make some of the funding obligation payments subject to achieving increased open market residential sales values;
- clarify that specific plot leaseholders should have proportionate liability for some of the funding obligations; and incorporate other appropriate amendments to reflect scheme changes.

1. This permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) design, b) external appearance, d) means of enclosure, f) landscaping.

Full particulars of these reserved matters, including plans, sections and elevations, all to an appropriate scale, and any other supporting documents indicating details of B1) the materials to be used on all external surfaces, B2) details of boundary walls, fencing and other means of enclosure, B3) the provision for parking, loading and turning of vehicles within the site, shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

2. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission, not later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

a) The expiration of 5 years from the date of this permission.

or

b) The expiration of 2 years from the final date of approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

3. The residential development hereby permitted shall not exceed 1210 separate dwellings, whether flats or houses.

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development in accordance with policy HSG9 of London Borough of Haringey's Unitary Development Plan 2006.

4. At least 10% of the dwelling should be capable of being converted for wheelchair access and 100% of the dwellings should be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

5. Before any works commence on the road and walkways, open spaces or the individual buildings shown on the plans hereby approved, the following details in respect of each of the said areas or buildings shall be submitted to and agreed in writing by the local planning authority:

a. samples of all external materials comprising roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving

b. elevational drawings, plans, roof plans, and sections at 1:100 scale of all the buildings, sample elevations and sections at 1:20 scale of bays, windows and doors, balconies, parapets and eaves

c. drawings at 1:1 scale of sectional profiles of the window and door frames, cornices, string courses and other decorative mouldings

d. detailed drawings indicating the means of screening roof mounted plant and equipment

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with the Design Code and the Environmental Impact Assessment, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

6. For each part of the development, full details, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with the Design Code and the Environmental Impact Assessment, and in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

7. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning out Crime' and in

accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

8. Applications for approval of Reserved Matters including landscaping shall include for specific approval a programme for commencing and completing the planting and laying out, and the detailed scheme(s) so approved shall be carried out only in accordance with the approved programme.

Reason: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

9. Any trees or areas of planting which, within a period of 5 years from the completion of the relevant phase of landscaping, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

10. Where steps are to be constructed within the landscaping to change level, gentle inclines and ramps (at a gradient of 1 in 20 or less) and/or lifts shall also be incorporated, to provide an equally commodious alternative for all members of the public.

Reason: To ensure that the development provides good access for all in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

11. Applications for approval of Reserved Matters submitted pursuant to this permission relating to the design of new buildings and to the landscaping of the public realm shall be accompanied by an urban design report which explains the underlying approach of the design and explain how it addresses each of the relevant sections of the Design Code.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with the Design Code and the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

12. Details of arrangements for storage and collection of refuse, for the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the LPA as part of the relevant Reserved Matters approvals for each part of the Development and the development shall be carried out only in accordance with the details so approved and shall be retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

13. The proposed development shall have no more than 2 central dishes / aerial systems per block (equating to a total of 28) for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

14. A Travel Plan segregated into residential, educational and commercial elements of the development shall be submitted and approved by the local Planning Authority prior to the commencement of the development such agreed travel plan to be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to minimise the traffic impact on the adjoining highway network and to encourage walking and cycling in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

15. Prior to the occupation of each part of the development details of the accommodation for car parking and/or loading and unloading facilities and cycle parking facilities related to each individual block shall be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority such accommodation shall be permanently retained for of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes without the prior approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

16. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 800 car parking spaces.

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

17. Unless otherwise agreed in writing by the Local planning authority, within each part of the site no preparatory or development ground works in that part of the site shall commence until a full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan 2006

18. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, no development shall commence in that part of the site until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance

with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan 2006.

19. Within each part of the site, no development shall commence until details of on site drainage works including an Impact Study of existing Sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site has been submitted to and approved by, the Local Planning Authority in consultation with the Sewerage undertaker.

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

20. Within each part of the site no development shall be commenced until an Impact Study including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

21. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours Monday to Friday and 0800 and 1200 hours on Saturday and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been sought and obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

22. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in advance with the Local Planning Authority

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

23. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1900 hours Monday to Friday and 0700 hours and 1300 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

24. Within each part of the site no development shall take place within that part of the site until the developer has secured the implementation of a programme of archaeological recording of the standing historic buildings, in accordance with a

written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide an opportunity for the recording of archaeological evidence and further research and in accordance with policy CSV8 of the London Borough of Haringey Unitary Development Plan 2006.

25. Unless otherwise agreed in writing by the Local Planning Authority the quantum of built floorspace across the development shall not exceed a total of 135,000 square metres gross floorspace comprising:

Residential (Class C2/C3) 97,500 square metres/1210 units

Employment (Class B1) 3,200 Square metres

Retail (Class A1/A2/A3/A4/A5/B1) 5,500 Square metres

Health care (Class D1) 600 square metres

Creche (Class D1) 600 square metres

Hotel (Class C1) 3,200 square metres/100 rooms

Primary School (Class D1) 5,300 square metres

Student Accommodation (Class D2) 700 rooms

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD6 of the London Borough of Haringey Unitary Development Plan 2006.

26. Unless otherwise agreed in writing by the Local Planning Authority, the quantum of built floorspace across the development shall not comprise less than 2500m<sup>2</sup> of Retail (Use Class A1) and not more than 30% of the total retail floor space to be provided to be none retail (A2, A3, A4, A5).

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD6 of the London Borough of Haringey Unitary Development Plan 2006.

27. Within each part of the site no development shall take place within that part of the site until full details of the design and method statement for the foundation design have been submitted to and approved by the Local Planning Authority. Such agreed details to be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the appropriate foundation design for the development and to protect the amenities of adjoining residents in relation to the foundation construction process.

27a. Within each part of the site details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such detailed scheme to be implemented to the satisfaction as agreed of the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

28. Within each part of the site no development shall be commenced until a Construction and Environmental Management Plan has been submitted to and approved by the Local Planning Authority. Such agreed plan shall be implemented

to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

29. Development shall not begin until drainage details (foul and surface water), incorporating sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, have been submitted to and approved by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: In order to ensure the satisfactory surface water drainage of the site in accordance with the Environmental Impact Assessment and policies UD4, ENV1 and ENV2 of the London Borough of Haringey Unitary Development Plan 2006.

30. Prior to the commencement of development within each part of the site petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities

Reason: In order to prevent the pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

31. Unless otherwise agreed in writing by the Local Planning Authority full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works.

Reason: In order to ensure that the proposed development maximises the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

32. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed scheme and details to be implemented and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

33. Prior to the commencement of development within each part of the site full details of a Japanese Knotweed eradication programme shall be submitted to and approved by the Local Planning Authority. Such agreed scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the eradication of Japanese Knotweed from the site.

34. That all buried services shall be placed in a service corridor and surrounded with clear uncontaminated material

Reason: In order to reduce the impact of the proposed development on the local



environment.

35. That there shall be no stationing of caravans or mobile homes on the site without the prior consent in writing of the Local Planning Authority

Reason: In order to protect the amenities of the locality.

36. Within each part of the site no development shall be commenced until full detail of a scheme for external lighting for that part of the site shall be submitted to and approved by the Local Planning Authority. Such agreed scheme to be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that the proposed development provides a safe and sound environment for the future occupiers and patrons in with the Environmental Impact Assessment and policy ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

37. Within each part of the site no development shall be commenced until a full detailed acoustic report for that part of the site has been submitted to and approved by the Local Planning Authority detailing the sound attenuation methods that will be required to protect local amenity including the need for the use of noise limiting devices in relation to any proposal for a potential student bar or hotel bar. Such methods and details agreed shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

38. Unless otherwise agreed in writing by the Local Planning Authority no commercial roof top facilities open to the general public shall be in use between the hours of 2300 - 0700 hours any day of the week.

Reason: In order to protect the amenities of the locality

39. That the restaurant which is (A3) public house and wine bar (A4) and takeaway (A5) uses hereby permitted shall not be operated before 0800 or after 2400 hours on any day of the week.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the future occupiers of the development in accordance with policy TCR5 of the London Borough of Haringey Unitary Development Plan 2006.

40. Details of the materials handling facility including the access and location at each phase of the construction process shall be submitted and approved by the Local Planning Authority prior to the commencement of the works.

Reason: To ensure that the proposed handling facility does not prejudice the free flow and safety of traffic and pedestrians on the neighbouring highway and the amenities of the locality.

41. Applications (or groups of related applications) for the Reserved Matters approval in respect of buildings shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall explain:

(a) How the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;

- (b) The reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;
- (c) The specification for any green and/or brown roofs;
- (d) How energy shall be supplied to the building(s), highlighting;
  - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;
  - ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;
  - iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;
  - iv. any other measures to incorporate renewables.
- (e) How the proposed building(s) have been designed to to achieve a BREAM and /Or Ecohomes rating of excellent unless not feasible in relation to design concerns (or an equivalent assessment method and rating).
- (f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, ENV2, ENV3, ENV9 and ENV10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

42. Details and particulars including floorspace figures, floorplans and layouts of the uses, and the vehicle and other servicing and access, including provision for any coach access and parking to be accommodated in built and refurbished accommodation, shall be submitted to and approved in writing by the local planning authority before any of those uses commences and the uses will commence only in accordance with the details so approved.

Reason: To ensure a comprehensive and sustainable development, to ensure safe and efficient access, to achieve good design and protect amenities and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies UD6, M2 and M3 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

43. Details of the positioning and detailed design of the wind turbines shall be submitted to and approved in writing by the local planning authority before they are constructed and they shall be constructed only in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining premises and the area generally, in accordance with the requirements of policies UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

44. Prior to construction of the wind turbines hereby approved, further investigations shall be undertaken of:

(a) Their 'shadow flicker' on existing and future residential occupants within nearby buildings; and

(b) The impact of operating the turbines on local television and radio reception, microwave and other telecommunications links and radar signals.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policy UD11 of the London Borough of Haringey Unitary Development Plan 2006

45. In the event that those further investigations confirm that shadow flicker or impact on reception would occur and cause loss of amenity or interference, then the turbines shall not be used until such time as all necessary remedial measures have been put in place in accordance with details approved in writing by the local planning authority.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policy UD11 of the London Borough of Haringey Unitary Development Plan 2006

46. Any Reserved Matters application in relation to residential accommodation shall specify whether the proposed accommodation is for the use of students. Any units constructed pursuant to any Reserved Matters approval so specified shall be used primarily for the occupation of students.

Reason: To ensure a sustainable development and to protect amenities and to ensure that the development complies with the outline permission and the Environmental Impact Assessment, in accordance with policies AC2, UD6, and HSG10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

47. Unless otherwise approved in writing by the Local Planning Authority any Reserved Matter applications pursuant to this permission and provided for use as student accommodation shall include no more than 700 rooms in total.

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, and to achieve integration, regeneration and good design, and accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies AC2, UD6 and HSG10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

48. The detailed design of the tall building shall be the subject of an architectural design competition. Details of the competition and selection criteria shall be submitted for approval by the Council within 3 years of the date of this permission.

Reason: To ensure that the Tall building is designed and constructed to the highest

possible design standards in accordance with policies UD3, UD4 and UD9 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

49. The location of the CHP flues illustrated on parameter plan 01MP016B is not hereby approved. Full details of the flues, height, design, location and sitting shall be submitted to and approved by the Local Planning Authority before work on the CHP commences.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV7 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

50. Finished floor levels should be set at least 300mm above the 1 in 100 year climate change flood level of 8.47 metres above Ordnance Datum.

Reason: To protect the development from flooding.

51. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: The surface geology (comprising alluvium, silt, and gravels) is classified as a minor aquifer and is likely to be in connection with the adjacent surface waters.

52. Development approved by this permission shall not be commenced unless the method for piling foundations has been submitted to and approved in writing by the Local Planning Authority. The piling shall thereafter be undertaken only in accordance with the approved details.

Reason: The site is contaminated/potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.

53. During construction no solid matter shall be stored within 10 metres of the banks of the Pymmes Brook and thereafter no storage of materials shall be permitted in this area.

Reason: To prevent solid materials from entering the Pymmes Brook and causing pollution.

54. No soakaways shall be constructed in contaminated ground.

Reason: To prevent pollution of groundwater.

55. Any planting scheme within the Eco Park shall be of locally native species of UK genetic stock only, and appropriate to the ecology of the area.

Reason: To maintain/enhance the character and ecology of the Moselle Brook with its buffer zone and provide undisturbed refuges for wildlife using the river corridor.

56. The planting scheme for the site, including the green roofs, shall include locally native plant species, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the regions natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that native plants provide - introduced plants usually offer little to our native wildlife. Local

plants are the essence of regional identity and preserve the character of the British landscape. Local plants are adapted to local soils and climate, so have low maintenance requirements. In addition, planting locally native plants helps to prevent the spread of invasive plants in the region.

57. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The landscape management plan shall be carried out as approved.

Reason: To protect/consERVE/enhance the natural features and character of the area.

58. Any artificial lighting within the development shall be of a focused and directional nature to ensure that there is no light spill into the river corridors of the Moselle Brook or the adjacent Pymmes Brook.

Reason: Artificial light can harm the ecology of an area through disruption of the natural diurnal rhythms of wildlife.

59. Within each part of the site, no development shall commence until details of Water Efficiency measures for that part of the site have been submitted to and approved by the Local Planning Authority.

Reason: The development should adhere to Policy 4A.11 Water Supplies of the London Plan. Water Efficiency is particularly important as the sources of water in the area are classified as either over abstracted or over licensed within the Catchment Abstraction Management Strategy.

60. Notwithstanding the details shown on the illustrative plans hereby granted, no development shall occur alongside the western boundary of the application site adjoining the Network Rail land which prejudices the delivery of the fourtracking of the Lea Valley Line and the delivery of a new station interchange at Tottenham Hale without having first obtained the written approval from the Local Planning Authority and Transport for London. This area for the station / four tracking safeguarding is taken from the actual property boundary and measures a distance of 8.2 metres wide for the first 12.5 metres of the platform's length, beyond which a central section of some 6.4 metres wide with the northern end reducing to 5.4 metres.

Reason: In order to ensure that land for the four tracking of the Lea Valley Line and the deliver of a new Station Interchange at Tottenham Hale is safeguarded for the future in response to the requirement to increase the capacity , quality and integration of public transport to meet London's needs as expressed in policy 3C.9 of the London Plan.

61. Details of a scheme to ensure highway safety at the point where Jarrow Road intersects with the access road to the underpass to the proposed development shall be submitted to and approved by the LPA prior to the commencement of the development. Such agreed scheme to be implemented and permanently retained to the satisfaction of the LPA.

Reason: In order to ensure that the proposed development does not prejudice to safety and free flow of traffic on the highway.

62. That the provision of a pedestrian access from Jarrow Road under Ferry Lane into the proposed development shall be reconsidered after the occupation of the

first phase of the development.

Reason: In order to ensure satisfactory pedestrian access to the proposed development from the Ferry Lane Estate.

63. That the proposed development shall result in a reduction in carbon emissions of at least 20% of the baseline carbon emissions for the proposed development measured in relation to the Building Regulations 2006 minimum requirements.

Reason: In order to ensure that a satisfactory standard of carbon emission reduction is achieved by the proposed development.

64. That details of a scheme for provision of green roofs and details of a scheme for the provision of satisfactory balcony space shall be included in the Design Code being prepared and agreed by the LPA in relation to the proposed development.

Reason: In order to ensure that the satisfactory provision of green roofs and balcony space within the proposed development.

65. The landscaped area to the west of blocks W and NW as shown in the parameter plans shall remain permanently linked to the West Anglia rail side green corridor.

Reason: In order to ensure that the ecological importance of the remaining land is not diminished.

INFORMATIVE: The historic buildings are of intrinsic archaeological interest and any alteration or demolition of the historic structures should be recorded before they are damaged or destroyed by the development hereby permitted.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Haringey Council - Building Control department request that the developer contact them on 0208 489 5504 in order that Fire Fighting access be included in the scheme.

INFORMATIVE: The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

INFORMATIVE Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils c) looks to ensure the separation of foul and surface water sewerage on all new developments.

INFORMATIVE: Under the Land Drainage Act (1991), our prior written consent is

required for works that will affect the flow of the Moselle Brook. This is in addition to any planning permission granted.

To be acceptable to the Environment Agency, the channel must:

- " Be a two-stage design containing features such as meanders and riffles
- " Provide a hydraulic capacity to match the existing culvert
- " Demonstrate that the watercourse will work hydraulically when tied in with the culvert at either end of the site
- " Contain naturalised banks, planted in accordance with Agency advice.
- " Plans, cross sections and calculations should be provided to demonstrate the works.

Under Section 30 of the Water Resources Act 1991 the developer is required to inform the Environment Agency of any intention to dewater any quarry or excavation. We may issue a 'conservation notice' setting out measures that the person responsible for the dewatering work must take to conserve water. Contact Kelly Pottle on 01707 632 306 for further details.

In accordance with Section 34 of the Environmental Protection Act and the Duty of Care in respect of waste , any waste generated on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Contact Andrew Grant on 01707 632450 for further details.

INFORMATIVE: That representatives nominated from London wide and local cycling organisations shall be consulted in relation to the detail provision of cycling routes and facilities in the development at the details pursuant stage of approval of the proposed development.

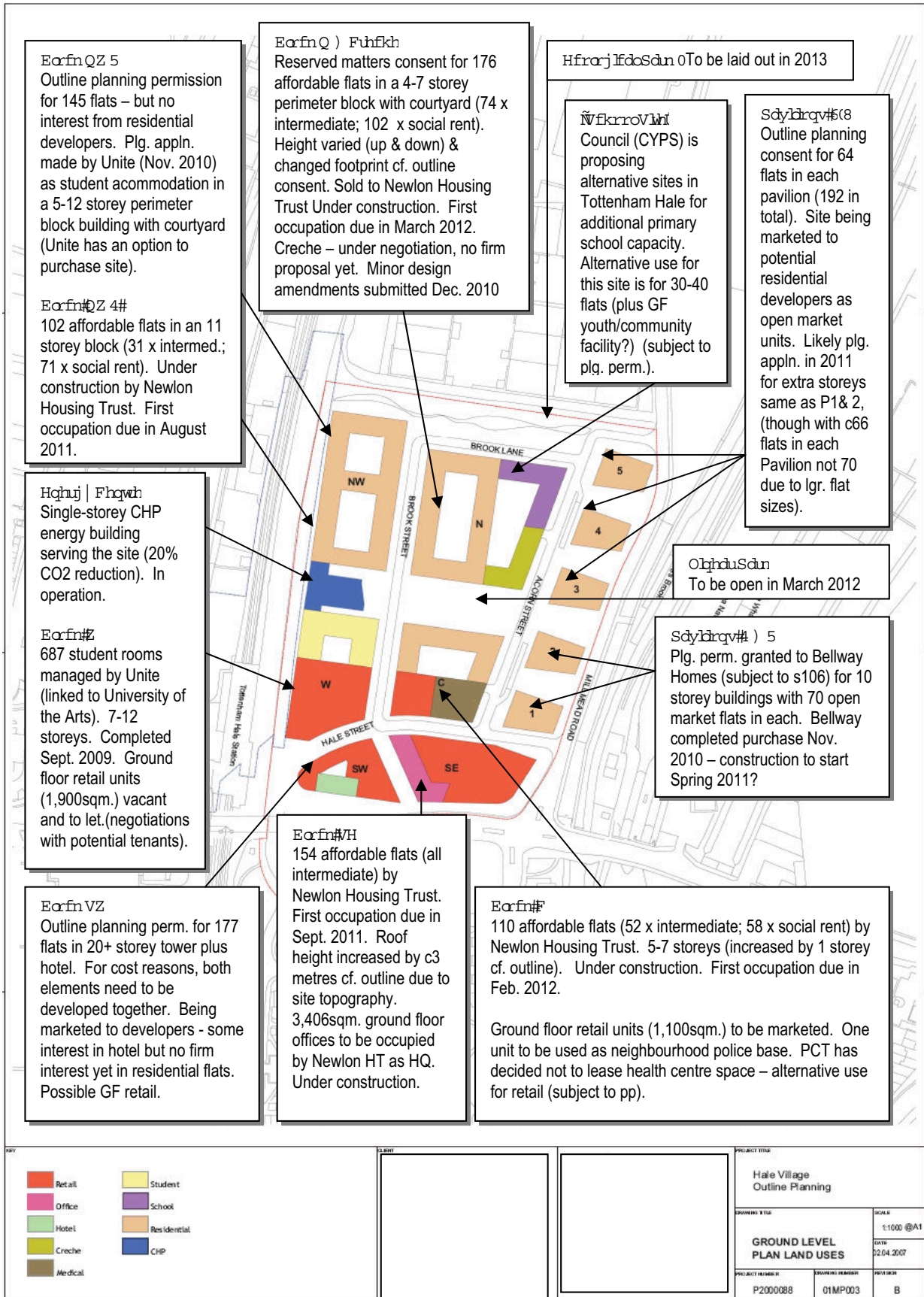
### REASONS FOR APPROVAL

The proposed development has been assessed against and found on balance to comply with all the relevant Governmental, National, Regional Sub-Regional and Local Planning Policies including the Urban centre Master Plan which within considered constraints support the regeneration of GLS site and the locality. The proposed development has also been assessed in relation to the Environmental Statement accompanying the application. The Environmental statement makes clear those areas where the proposed development will or will not result in the need for mitigation measures to prevent any adverse effect on the environment and such measures to prevent any adverse effect on the environment and such measures will be undertaken at the appropriate time.

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APPENDIX 1 - HALE VILLAGE – Block Plan with current position (December 2010)



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