



**Haringey** Council

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## Planning Sub Committee

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MONDAY 10TH MARCH, 2014 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

**MEMBERS:** Councillors Basu, Beacham, Demirci (Chair), Mallett (Vice-Chair), McNamara, Reid, Reith, Rice, Solomon and Strang

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### **AGENDA**

**1. APOLOGIES**

**2. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

**3. DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:  
(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and

(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

**4. DEPUTATIONS/PETITIONS**

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

**5. MINUTES (PAGES 1 - 22)**

To confirm and sign the minutes of the Special Planning Sub Committee held on 20 January and Planning Committee on 3 February.

**6. PLANNING APPLICATIONS**

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

**7. TOTTENHAM HALE STATION, STATION ROAD N17 9LR (PAGES 23 - 108)**

Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway.

**RECOMMENDATION:** grant permission subject to referral to the Mayor of London and subject to conditions

- 8. TEALEDOWN WORKS CLINE ROAD N11 2LX (PAGES 109 - 130)**  
Partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of first floor mezzanine and facade alterations. Landscaping works to front of Unit 1 to include formation of new retaining wall and hardstanding area for deliveries and delivery parking area.

**RECOMMENDATION:** grant permission subject to conditions.

- 9. LAND AT HARINGEY HEARTLANDS BETWEEN HORNSEY PARK ROAD, MAYES ROAD, CLARENDON ROAD AND THE KINGS CROSS / EAST COAST MAINLINE, LONDON, N22 (PAGES 131 - 184)**

Variation of conditions to existing planning permission HGY/2009/0503 is now being sought as follows "Site Preparation Works" to include demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.

**RECOMMENDATION:** grant variation of conditions subject to referral to Mayor of London and conditions and s106 Legal Agreement

- 10. NEW RIVER SPORTS CENTRE WHITE HART LANE N22 5QW (PAGES 185 - 232)**

Alterations, extension and improvement to the existing grandstand, to the existing old pavilion, erection of an air dome structure (accommodating 4 No. tennis courts) resurfacing of the existing multi use games area (MUGA), new 5-a-side 3G pitch complex (accommodating 10 x 5-a-side 3G pitches), new 3G mini football pitch. Refurbishment of the existing 400m athletics track, new 3G pitch located on athletics track infield area, introduction of a new 'Trim Trail' and boundary improvements.

**RECOMMENDATION:** grant permission subject to conditions and referral of the application to the Secretary of State and subject to the removal of the objection from the Environment Agency.

- 11. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at item 2 above.

- 12. DATE OF NEXT MEETING**

A Special Planning Committee is scheduled for 31 March. The next scheduled meeting will be on 10 April.

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Friday, 28 February 2014

**MINUTES OF THE SPECIAL PLANNING SUB COMMITTEE  
MONDAY, 20 JANUARY 2014**

Councillors: Browne, Demirci (Chair), Mallett (Vice-Chair), McNamara, Reece, Reith, Rice, Scott, Strang and Wilson

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>
<b>PC24.</b>	<p><b>APOLOGIES</b></p> <p>Apologies were received from Cllrs Basu, Beacham, Reid and Solomon. Cllrs Browne, Reece, Scott and Wilson substituted.</p>
<b>PC25.</b>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Mallett identified that she was a member of the Haringey Cycling Campaign who had submitted a consultation response for the application. She affirmed that she had taken no part in the drafting of the representation.</p>
<b>PC26.</b>	<p><b>PLANNING APPLICATIONS</b></p>
<b>PC27.</b>	<p><b>HORNSEY REUSE AND RECYCLING CENTRE, HIGH STREET, LONDON, N8 7QB</b></p> <p>The Committee considered a report on the application to grant planning permission for the demolition of existing structures and buildings on site and redevelopment to provide a mixed use development including a foodstore, 438 residential units, public realm improvements etc. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to referral to the Mayor of London and subject to conditions and the signing of a s)106 legal agreement.</p> <p>The planning officer gave a short presentation highlighting the key aspects of the report. The Committee's attention was drawn to a tabled addendum which set out a number of wording corrections to the officer report and the deletion of reference to a £450k Transport for London contribution. In addition, a number of amendments to conditions were proposed as well as the inclusion of two additional conditions relating to the Hornsey Baths building. The addendum also referenced 8 additional representations received since publication of the agenda and which were broadly in line with the key points of representations already received.</p> <p>The Committee raised the following points in their discussion of the application:</p> <ul style="list-style-type: none"> <li>• Concerns were expressed over the proposed low proportion of family size units to be provided within the scheme in comparison to one and two bed units. Officers advised that this dwelling mix had arisen from negotiations with the applicant in order to provide for a higher proportion of affordable housing (42%) for the scheme than achieved in other large developments in Haringey. Officers had also assessed that the proposed mix would help to address local housing need within Hornsey, with 82% of those on the Housing Register requiring a one or two bed property.</li> <li>• Members sought assurances that the flooding and drainage issues experienced in the bordering New River Village housing development would</li> </ul>

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not be replicated in the new scheme. Confirmation was provided that several conditions were in place regarding onsite drainage and which addressed in full representations made in this regard by both Thames Water and the Environment Agency.

- The reason for the deletion of the reference to a £450k s)106 contribution towards bus capacity improvements was queried. Officers advised that this had been a typographic error within the report as upon re-examination of capacity in the area, it had been determined that a specific contribution was not warranted.
- The ratio proposed for car parking spaces to residential units on site was queried. Officers confirmed that this was inline with Council as well as national policy in encouraging sustainable transport and that the applicant would be required to contribute to consultation on and implementation of a controlled parking zone in the area and have in place a travel plan for monitoring purposes. Access to a car club would also be provided to residents.
- In response to a question regarding the resultant loss of the view to Alexandra Palace from above the Hornsey Baths building, the Council's conservation officer advised that the availability of the view was deemed 'accidental' due to the one storey nature of the Baths building and which was out of keeping with the three storey buildings typifying the remainder of the High Street.

A number of objectors addressed the Committee in response to the application and raised the following points:

- Concerns were expressed that the density of the scheme was too high and constituted overdevelopment of the area, with density figures provided in the report misleading through the inclusion of the land designated on site for car parking.
- The design of the buildings facing onto the High Street was out of keeping with the rest of the area and the scheme did not enhance or preserve the conservation area particularly through the subsequent loss of the Hornsey Baths building.
- The floorspace proposed for the supermarket unit was too large for the area, particularly in being considerably larger than the supermarkets in nearby Crouch End, and in general was unwarranted in consideration of the number of supermarket branches in the vicinity. A new supermarket would have a negative impact on nearby local independent traders as well as potentially reducing footfall in nearby Crouch End due to the free parking proposed. This would potentially force smaller retailers out of business, with a subsequent loss of employment.
- At 8 storeys, the tallest building proposed in the scheme was very high and would dwarf smaller buildings in the area such as the water board cottages on Moselle Close and properties on Cross Lane.
- The loss of the current view of Alexandra Palace from the Hornsey Baths building on the High Road had not been referenced by the applicant and would be a loss to the local area.
- Additional congestion would be caused to Cross Lane which would serve as an access route to the proposed live/work units.
- The development would exacerbate current issues experienced in surrounding areas with overflow parking from New River Village.

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- The new development had the potential to exacerbate existing drainage issues at New River Village.
- Concerns were expressed over the quality of finish to the New River Village development which had been also been delivered by the applicant, St James Group and that issues apparent with this development could be replicated in the new scheme such as a lack of play facilities for children.

Cllrs Winskill and Whyte addressed the Committee and raised the following points regarding the application:

- The size of the supermarket proposed was too large and had the potential to negatively impact shops in nearby Crouch End and attract greater car borne traffic to the area from the free parking offer.
- It was proposed that a number of additional conditions be added, should the application be granted, to limit the size of the supermarket to that of the branch in Muswell Hill, ensure provision of an entrance onto the High Road and restrict on site car parking to blue badge holders only.
- A number of the buildings proposed were too high and had the potential to cause overshadowing to existing properties.
- The new scheme did not propose to peppercorn tenure mix through the site and concerns were expressed that this would potentially preclude community development, an issue that had been identified at New River Village.
- There were concerns that the scheme would cause significant traffic problems in the area inline with those observed on Green Lanes from the Sainsburys store built in Arena Shopping Park.
- No information had been provided on the future registered social landlord partner for the affordable housing on site.

A representative from the applicant, St James Group Ltd, addressed the Committee and raised the following points and responses to questions from the Committee:

- The applicant had undertaken considerable public engagement on the scheme, with subsequent design amendments made following comments received including reducing the height of a number of buildings, incorporating features from the Hornsey bath building within the development etc.
- The scheme had considerable benefits in bringing a brown field, derelict site back into use, providing new housing including a significant level of affordable units, securing public realm and public access improvements and providing free parking to benefit local shops.
- The benefits of the scheme would outweigh the loss of the accidental view to Alexandra Palace from the High Road and which in any event would be obliterated by any redevelopment of the derelict Baths building.
- The scheme had a stepped design in relation to building height thereby locating the highest blocks towards the centre of the scheme to reduce the impact.
- The density of the scheme was within the parameters set out in the Haringey Heartlands Development Framework.
- A full traffic modelling exercise had been undertaken.
- Affordable housing would be separate from open market units to reflect the differences in service charge and management regimes and subsequent

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	<p>cost. The scheme aimed to be tenure blind in external design although the internal specification was likely to vary according to tenure type.</p> <ul style="list-style-type: none"> <li>• The drainage issues in New River Village related to pumping issues on site and were being addressed.</li> <li>• The scheme would provide employment opportunities in the area both during and after construction, with a local employment plan to be developed to set out details such as apprenticeships, training etc available.</li> <li>• Confirmation was provided that two incidental play spaces were proposed for the scheme centred on ‘play on the way’ features as well as provision of outdoor gym equipment off Myddleton Road.</li> <li>• In response to a question from the Committee regarding the feasibility of focussing employment opportunities from the scheme on Hornsey ward, it was agreed that potentially a sequential approach could be adopted under the local employment plan to prioritise Hornsey before extending opportunities to the rest of the borough.</li> <li>• The applicant’s representative indicated a willingness to accept a condition, if deemed appropriate, to prohibit the retail unit fronting Hornsey High Street being used as a betting shop.</li> <li>• It was updated that the applicant was currently at the stage of assessing bids from six registered social landlords with regards to the affordable housing provision on site.</li> </ul> <p>A motion put forward by Cllr McNamara and seconded by Cllr Wilson to defer the application was, upon a vote, carried and it was</p> <p><b>RESOLVED</b> To defer the application to allow officers to further review in conjunction with the applicant;</p> <ul style="list-style-type: none"> <li>• The dwelling mix proposed for the scheme, in particular concern regarding the low ratio of family size units (3 plus bedrooms) to 1 and 2 bed units;</li> <li>• The height, bulk and massing of the scheme design, in particular the potential for overlooking to properties on Miles Road and Moselle Close;</li> <li>• The provision of incidental play space and whether the two areas proposed were sufficient for the size of the development;</li> <li>• The proposed size of the foodstore, with concerns a medium size supermarket would be too large for the area.</li> </ul>
<p><b>PC28.</b></p>	<p><b>DATE OF NEXT MEETING</b></p> <p>The next ordinary meeting – 10 February.</p>

COUNCILLOR ALI DEMIRCI

Chair



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 3 FEBRUARY 2014**

Councillors: Browne, Demirci (Chair), Mallett (Vice-Chair), McNamara, Reece, Reith, Rice, Scott, Strang and Wilson

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>
<b>PC29.</b>	<p><b>APOLOGIES</b></p> <p>Apologies were received from Cllrs Basu, Beacham, Reid and Solomon. Cllrs Browne, Reece, Scott and Wilson substituted.</p>
<b>PC30.</b>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Mallett identified that she was a member of the Haringey Cycling Campaign who had submitted a consultation response for the application. She affirmed that she had taken no part in the drafting of the representation.</p>
<b>PC31.</b>	<p><b>HORNSEY REUSE AND RECYCLING CENTRE, HIGH STREET, LONDON, N8 7QB</b></p> <p>Cllr Scott put forward a motion that the Committee move straight to a vote on the application in recognition that the report was unchanged from that previously considered at the Planning Committee on 20 January. Cllr Reith spoke against the motion and Cllr Scott subsequently withdrew the motion.</p> <p>The Committee considered a report on the application to grant planning permission for the demolition of existing structures and buildings on site to allow redevelopment to provide a mixed use scheme including a foodstore, 438 residential units, public realm improvements etc. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to referral to the Mayor of London and subject to conditions and the signing of a s106 legal agreement.</p> <p>The planning officer gave a short presentation highlighting the key aspects of the report which the Committee was advised the applicant had elected not to amend since the deferral of determination of the application at the Planning Committee meeting on 20 January. A short briefing had been added providing an officer response, following further discussion with the applicant, to the specific points identified by the Committee as the reasons for the deferral of the application. These centred on the proposed dwelling mix, the height bulk and massing, overlooking to properties on Miles Road, Moselle Close and Cross Lane, the provision of child playspace, the size of the foodstore and views to Alexandra Palace.</p> <p>The Committee's attention was drawn to a tabled addendum which set out a number of corrections to the officer report, amendment to a number of conditions and three new conditions regarding communal aerials, TV and radio reception and prohibiting the use of the A2 unit within the development as a betting shop. A</p>

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summary was also provided of a number of new consultation responses received since the last meeting.

The Committee sought further confirmation as to why the proposed dwelling mix for the scheme was considered acceptable in view of its divergence from Council and national policy with regards to the low provision of larger 3 and 4 bedroom units. Officers advised that the Council's premise for the scheme from the outset had been to maximise the number of affordable units as opposed to securing high provision of larger family units which were less suited to the high density, town centre nature of the scheme. In terms of density, the scheme was inline with the Haringey Heartlands Development Framework as a brownfield site allocated for intensification. The feasibility of providing a greater number of larger units was explored but was inconsistent with the nature of the scheme in precluding the ability for these to be provided as ground floor units with private amenity space. It was emphasised that the scheme as it stood met evidenced housing need for affordable and open market housing both in the local area and at borough level through a greater provision of one and two bed units. In response to a question, confirmation was provided that a range of sites were currently being considered across the borough as part of the Housing Strategy to secure the future provision of larger family units. This would feed into the borough's Housing Supplementary Planning Document which was in the process of being updated following the completion of a strategic housing market assessment which was illustrating an ongoing proportionally higher need for smaller housing units.

A number of objectors addressed the Committee and raised the following points regarding the application:

- The low proportion of larger 3 and 4 bedroom units proposed was of concern and would have a detrimental affect on the future establishment of a sustainable community within the scheme.
- Sewage and drainage issues within the adjoining New River Village development had yet to be fully resolved although some remedial pump works had been undertaken, thereby raising the risk that issues could occur on the new development or exacerbate existing problems.
- The live/work units proposed would cause traffic congestion on Cross Lane.
- Free parking provided for the new supermarket would attract shoppers away from Crouch End and threaten the survival of small independent traders.
- The proposed supermarket was too large particularly in comparison to the size of those in Crouch End. It was considered that a smaller supermarket would better support Hornsey High Street.
- The density of the scheme was too high and out of line with policy including the shift towards optimising as opposed to maximising density.
- The loss of the unique view of Alexandra Palace from above the Hornsey Baths building had not been properly assessed and was out of line with the local Area Action Plan.
- The design of the scheme was not sympathetic to the Conservation Area.
- The scheme would have a detrimental impact on existing properties on Miles Road, Moselle Close and Cross Lane from overshadowing and loss of light, particularly caused by the highest storey buildings in the scheme.
- Concerns that the piling works could cause structural damage to existing properties.

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Cllrs Winskill and Whyte addressed the Committee and raised the following points:

- Disappointment was expressed that the applicant had not taken the opportunity to reflect on comments and concerns raised at the previous hearing of the application and that in light of this, the application should be deferred to allow further review and stakeholder engagement.
- The density of the scheme was too high and exacerbated through the inclusion of the foodstore carpark.
- The scheme was out of character with the local area.
- The dwelling mix proposed was suboptimal in reference to the wider identified housing need across the borough and with a preponderance of smaller units would impact on the development of a sustainable community.
- Issues remained outstanding including the potential for overlooking to properties on Moselle Close and Cross Lane and the lack of justification for the size of foodstore proposed.

Cllr Strickland, the Cabinet Member for Regeneration and Housing addressed the Committee and made the following points:

- The scheme would have significant benefits in regenerating and bringing back into use the currently derelict site and creating a significant number of new jobs and housing units, both in considerable need within the borough.
- The level of affordable housing proposed as a result of the Council's landholding was higher than that achieved in other major developments approved by the Committee.
- The dwelling mix proposed was appropriate in consideration of the significant and escalating demand within the borough for two bedroom dwellings, exacerbated by recent changes to the benefits regime.
- Increased footfall brought by the scheme would help to support the struggling Hornsey High Street.
- In response to a question regarding the low number of 3 and 4 bed units proposed, it was reiterated that the high density, High Street nature of the scheme was not conducive to a greater proportion of larger units and which through being more expensive to deliver, would impact on viability.

Representatives for the applicant addressed the Committee and made the following points regarding the application:

- The scheme would constitute significant capital investment into the area including the provision of short and longterm jobs.
- It was updated that Sanctuary Housing had been selected as the scheme's Registered Social Landlord partner following the completion of a tender process.
- A number of design and operational issues were acknowledged at New River Village and from which lessons had been learnt. A recent upgrade had been made to pumping equipment to resolve drainage problems. Confirmation was provided that the new scheme would not require the provision of drainage pumps.
- Significant engagement had been undertaken with local people on the design of the scheme and had resulted in a number of amendments such as a reduction in height of the highest residential block from 10 to 8 storeys etc.
- The view of Alexandra Palace from above the Hornsey Baths building would be obstructed by any development on the site above a single storey.

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- The scheme would help to meet identified housing need with the area as well as the wider borough.
- The density of the scheme and provision of affordable housing were linked. Consideration had been given to increasing the proportion of 3/ 4 bedroom units with the consequence that any further units provided would have to be sited above ground floor level which was not optimal and would impact the viability of the overall scheme owing to their relatively lower value compared to smaller units.
- Provision of a food store on site was supported by Council policy and a condition was proposed to limit the sales floorspace to 1825sq m.

Committee Members sought clarification from the applicant on the rationale behind the housing mix proposed, in particular the limited number of 3/4 bed units. It was advised that the open market unit mix had been determined following an assessment of demand in the area. The affordable housing mix proposed reflected the steer provided by the Council to maximise the level of units and address the identified housing need for smaller units. Increasing the provision of larger units would negatively impact the financial viability of the scheme due to inextricable link between the volume of affordable housing and tenure mix proposed. Although it would potentially be feasible for a small increase in the number of larger units within the Myddleton House block, this would not be optimal as additional units would be unable to be of the same maisonette design incorporating private amenity space as the current planned 3 and 4 bed units.

In light of the Committee's continued concern about the potential for the drainage issues experienced at New River Village to occur on the new scheme, it was agreed that condition 20 would be amended to require an impact study to be undertaken of both the existing water supply and foul sewage capacity infrastructure for approval by the Council and to ensure that the water supply and foul sewage infrastructure had sufficient capacity to cope with additional demand.

At a vote, the motion proposed by Cllr Wilson and seconded by Cllr Reece to reject the application on the grounds that the dwelling mix for both affordable and open market units was non compliant with Council policies and issues arising from the height and bulk of the scheme to the north and east boundary of the site was not carried.

At a vote, the motion proposed by Cllr McNamara to alter the mix of 3 and 4 bedroom affordable housing units within the Myddleton House block in the scheme was not carried.

The Chair moved the recommendation of the report including the additional conditions and informatives as follows:

- New condition to ensure the continuity of service during the relocation of reuse and recycling services from the site to the new facility on Western Road N22.
- Amendment to condition 20 to include reference to an impact study on existing foul sewerage capacity infrastructure to ensure sufficient capacity to cope with the additional demand.
- Additional informative to encourage the applicant to consult with local ward Councillors and Chair of Planning Committee on the details of the design of

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the play areas and landscaping proposed for the scheme and following a vote, with the Chair carrying the casting vote, it was

**RESOLVED**

- That planning application HGY/2013/2019 be approved subject to referral to the Mayor of London and subject to conditions and s106/s278 legal agreement.

**IMPLEMENTATION**

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

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

**DRAWINGS**

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

PL\_001 P1, PL\_002 P1, PL\_003 P1, PL\_099P3, PL\_100 P3, PL\_101 P4, PL\_102 P4, PL\_103 P4, PL\_104 P4, PL\_105 P3, PL\_106 P3, PL\_107 P3, PL\_108 P3, PL\_110 P3, PL\_111 P3, PL\_112 P4, PL\_113 P4, PL\_114 P4, PL\_115 P3, PL\_116 P3, PL\_117 P3, PL\_118 P3, PL\_120 P2, PL\_121 P1, PL\_122 P3, PL\_123 P3, PL\_124 P3, PL\_125 P1, PL\_126 P1, PL\_127 P1, PL\_129 P2, PL\_200 P1, PL\_201 P1, PL\_202 P1, PL\_203 P1, PL\_204 P1, PL\_301 P3, PL\_302 P3, PL\_303 P3, PL\_304 P3, PL\_305 P3, PL\_306 P4, PL\_307 P3, PL\_308 P4, PL\_309 P3, PL\_310 P3, PL\_311 P3, PL\_350 P3, PL\_351 P2, PL\_352 P2, PL\_353 P2, PL\_354 P2, PL\_355 P2, PL\_356 P4  
Design and Access Statement September 2013, Planning Statement September 2013, Environmental Statement – Volumes I, II and III September 2013 and addendum December 2013, Retail Statement September 2013, Transport Assessment September 2013, Energy Strategy September 2013, Sustainability Statement September 2013, Statement of Community Involvement September 2013, Landscape Strategy September 2013, Tree Survey September 2013, Heritage Statement September 2013, Demolition Management Plan September 2013, Site Waste Management Plan September 2013

Reason: To avoid doubt and in the interests of good planning.

**SAMPLES OF MATERIALS**

3. Samples of 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 in consultation with members of the Planning Sub-committee, prior to works above ground. Samples should include sample panels or brick types, roofing materials, balconies and windows 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

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consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

**LANDSCAPING**

4. Prior to works above ground, full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: details of play areas, play equipment or features, proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant; and considerations of sculptural or architecturally attractive trolley shelters or similar feature for the car park.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter .

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

**LANDSCAPE MAINTENANCE**

5. Within 2 years of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are

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removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, 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, good design and that the landscaping is secured in accordance within accordance London Plan 2011 Policies 7.5 and 7.6, Haringey Local Plan Policies SP11 and SP13, and Saved UDP 2006 Policies UD3 and OS17.

**BOUNDARY TREATMENT**

6. No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies 3.5, 7.4, 7.5 and 7.6 of the London Plan 2011 and Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

**TRAFFIC MODELLING**

7. Prior to the commencement of works to the superstructure above ground the recommendations contained within the transport assessment shall be implemented in accordance with a detailed specification/design and phasing schedule which shall have been submitted to and approved in writing by the Local Planning Authority. All costs related to the approval of this condition shall be borne by the applicant.

REASON: To ensure the development does not cause undue harm to the highway network in compliance with London Plan 2011 Polices 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', Haringey Local Plan Policy SP7 and Saved UDP 2006 Policy UD3 'General Principles'.

**CMP & CLP**

8. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Hornsey High Street, Myddelton Road, Miles Road and Campsbourne Road the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

**DELIVERY AND SERVICE PLAN**

9. Prior to occupation of the foodstore, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and

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implemented accordingly thereafter. Details of which must include servicing of the supermarket, and servicing of the residential units including refuse collection and deliveries.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

**STAFF CYCLE PARKING**

10. Prior to occupation of the foodstore, a plan showing the provision of at least 17 no. cycle space for food store staff use, shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter.

Reason: To ensure sufficient cycle parking facilities are provided for staff use in accordance with London Plan Policy 6.9.

**PARKING**

11. The parking spaces associated with the foodstore shall provide at least 90 minutes free parking to visitors at all times when the car park is open.

Reason: In order to allow visitors to visit the rest of the local shopping centre and support the its viability and vitality, in accordance with Haringey Local Plan 2013 Policy SP10 and Saved UDP 2006 Policy TCR2.

**SURFACE WATER DRAINAGE**

12. Excluding demolition, the development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) High Street, Hornsey Ref FRA/8672 Rev C, dated 21 October 2013, by Powell Tolner & Associates and the subsequent information submitted by Michael Featherstone dated 10 December 2013 has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include:

A minimum of the total area of brown/green roofs of 2700 sq. m, as stated in the letter from Michael Featherstone Ref: SAB/br/8672 dated 19 November 2013

a restriction in run-off and surface water storage on site as outlined in the FRA.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

**CULVERT DIVERSION**

13. Excluding demolition and piling, the development hereby permitted shall not be commenced until such time as a scheme for the Moselle Brook culvert diversion based on the agreed Flood Risk Assessment (FRA) High Street, Hornsey Ref FRA/8672 Rev C, dated 21 October 2013, by Powell Tolner & Associates and the subsequent information submitted by Michael Featherstone dated 10 December 2014 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the detailed design for the culvert diversion including all permanent and temporary works. Once construction of the development is complete, detailed CCTV surveys must be undertaken of the full length of the culvert within 8m of any structures built as part of the development, to assess the condition and to ensure the culvert has been constructed as detailed in the



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Drainage Strategy Plan, drawing no 5002. A report of the survey finding will be submitted to the LPA for approval. Any damage or maintenance requirements identified by these surveys will subsequently repaired to the satisfaction of the LPA and evidence of this will be submitted for approval in writing.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring that the culvert is not damaged during construction and can function as designed, without increasing the risk of flooding both on and offsite.

**LAND CONTAMINATION**

14.No development, other than demolition work, shall commence on site until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site are submitted to and approved, in writing, by the Local Planning Authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) and any further site investigation works required on site post demolition, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of these site investigations and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect groundwater quality. The reviewed report: Pre-Purchase Ground Investigation Report by Soil Consultants Ltd, ref: 9347/JRCB/OT satisfies part 1 of this condition. The rest of the condition is required to secure the additional investigation and risk assessment works and any remedial works that may be required. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

**VERIFICATION OF REMEDIATION**

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15.No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "longterm monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure the site is fit for purpose and remove the risks to Controlled Waters.

**SURFACE WATER INFILTRATION**

16.No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason Infiltration of surface water would provide potential pathway for contamination at the surface to migrate into groundwater. The design of SuDS and other infiltration systems should include appropriate pollution prevention measures. If contamination is present in areas proposed for infiltration, we will require the removal of all contaminated material and provision of satisfactory evidence of its removal, the point of discharge should be kept as shallow as possible. Deep bored infiltration techniques are not acceptable; the distance between the point of discharge and the groundwater table should be a minimum of five metres and only clean, uncontaminated water should be discharged into the ground.

**PILING**

17. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

The development shall be carried out in accordance with the approved details.

Reason Piling should not create a direct pathway into the underlying Principal Aquifer. Investigation boreholes should be decommissioned appropriately. A Piling Risk Assessment is required should the development requires Piled foundations.

**PILING METHOD STATEMENT**

18.No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

**FOUNDATIONS**

19. Excluding demolition and piling, development shall not commence until details of foundation design shall be submitted to, and approved in writing by The Local Planning Authority (in consultation with Thames Water). The scheme shall be implemented according to these approved details. These detail shall include -

- a. the methods to be used
- b. the depths of the various structures involved
- c. the density of piling if used
- d. details of materials to be removed or imported to site.

More detailed information can be obtained from Thames Water's Groundwater Resources Team by email

GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason: To better assess the risk to water resources from the construction of the foundations.

**WATER SUPPLY IMPACT**

20. Excluding demolition and piling, development shall not commence until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

**BROWN ROOF**

21. Prior to works above ground, full details of the brown roof shall be submitted to, approved in writing by the Local Planning Authority and implemented accordingly. The brown roof shall be design in accordance with the recommendations of the submitted Environmental Statement and must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter.

No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

**CONSTRUCTION DUST**

22. (a) No demolition works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

(b) No construction works shall be carried out on the site until a detailed

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report, including Risk Assessment, detailing management of construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Construction Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

**CEMP**

23.No development, excluding demolition, shall be commenced unless a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how noise, vibration, air and water pollution, among other impacts on amenity shall be minimised. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and Saved UDP 2006 policies ENV6 and ENV7.

**BOILER EMISSIONS**

24. Prior to installation, details of the boilers to be provided for space heating and domestic hot water shall be to and approved in writing by the Local Planning Authority and implemented accordingly. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution.

**CHP EMISSIONS**

25. Prior to installation, evidence must be submitted to show that any the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations e.g. Combined Heat and Power combustion plant does not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the Local Planning Authority.

REASON: To minimise harm to air quality in accordance with London Plan Plan 2011 Policy 7.14 Saved Policy ENV7 of the UDP 2006.

**PEDESTRIAN PRIORITY MEASURES**

26.Prior to occupation, details of pedestrian priority measures for the pedestrian routes shall be submitted to, and approved in writing by the Local Planning Authority and implemented accordingly and retained thereafter.

REASON: To minimise conflict between pedestrians and vehicles in accordance with London Plan 2011 Policy 6.10.

**ARCHAEOLOGICAL PROGRAMME**

27. (A) No demolition or development shall take place until the applicant has

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secured the implementation of a programme of archaeological and historic buildings recording work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

(B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

(C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and historic buildings assessment followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.

**HISTORIC BUILDING RECORD**

28.No demolition of the Hornsey Baths buildings shall take place until a programme of historic building recording and analysis (RCHME Level 3 minimum) has been secured and implemented, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason: Hornsey Baths are of buildings archaeology interest. The planning authority wishes to secure the provision of the recording in advance of demolition, in accordance with the NPPF.

**FOODSTORE MANAGEMENT PLAN**

29.Prior to occupation of the foodstore, a foodstore management plan shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented accordingly. The plan shall include details of what measures will be implemented to reduce noise and harm to amenity arising from operation of the foodstore.

REASON: In order to protect the amenities of the locality in accordance with the Saved UDP 2006 policies UD3, ENV6 and ENV7.

**MECHANICAL PLANT**

30.Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.

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.

**CCTV**

31. Prior to the occupation of the development hereby permitted with the exception of demolition and piling, a scheme showing full details of a closedcircuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant

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works shall not be carried out otherwise than in accordance with the approved details.

Reason: In order to ensure that the proposed development achieves an appropriate level of security having regard to London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11.

**LIGHTING**

32. Prior to the occupation of the development hereby permitted, with the exception of demolition and piling, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.

Reason: In order to ensure that the proposed development achieves an appropriate level of security having regard to London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11.

**SIGNAGE**

33. Prior to occupation of the development, the applicant shall submit a detailed design strategy for any signage to be displayed on any part of the development permitted shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance thereafter.

Reason: To achieve good design throughout the development in respect of advertising, in accordance with Saved UDP 2006 Policy UD10.

**BIRD NESTING SEASON**

34. No demolition shall take place during the bird breeding season, unless the building, rooftop and its immediate proximity has been inspected by a suitably qualified ecologist with full knowledge of the proposed demolition program and processes, and the ecologist concludes that the development would not contravene protection afforded within the Wildlife and Countryside Act (As Amended). In the event that demolition is to be undertaken during the bird breeding season, no demolition shall take place until a copy of the ecologists' report confirming the acceptability of the demolition program and process has been submitted to the Local Planning Authority

Reason: To afford suitable protection to wild nesting birds, in accordance with the provision of the Wildlife and Countryside Act 1981 (As Amended) and London Plan Policy 7.19 'Biodiversity and access to nature' and Local Plan 2013 Policy SP13 'Open Space and Biodiversity'.

**CODE FOR SUSTAINABLE HOMES**

35. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

**BREEAM**

36. No building shall be occupied until a Shell and Core Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development.

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Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

**HEAT NETWORK**

37. The development shall have a communal onsite heat network, with a single energy centre connected to all residential apartments and non-residential uses. The development shall be future proofed to enable connection to an area wide decentralised energy network at some future date. Prior to installation of plant full details of the single plant room/energy centre, CHP and Boiler specifications, communal network and future proofing measures should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- Confirmation of the final technical specifications for the energy centre, including CHP and boiler plant, and buffer vessels, and its operation;
- Details of the proposed tariff structures for the supply of heat, power and/or chilled water protect the interests of the occupiers;
- Plan showing the energy centre and flow and return pipe routes for the communal network for the development;
- Evidence showing that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided
- Full details of the location and appearance of the flues, including height, design, location and sitting;
- Details of the onsite distribution system and design of building services to future proof to connect to an area wide DE network (refer to design guidance provided by the Greater London Authority);
- Details of other future proofing measures to enable an off-site connection to an area wide DE network, including details of the buried heat main from the site boundary to the onsite energy centre, service entry pit and capped off pipe work stubs at the energy centre, and demonstration of compliance with area wide decentralised network design guidance provided by the Greater London Authority as regards flow rates, temperature and pressure design parameters.

The energy centre and onsite network shall be installed and maintained as approved. Two years following the first Occupation of the Development the Owner shall submit information to the Council showing that the CHP system is fully operational and is being used in accordance with the Planning Permission.

REASON: In order to secure the provision of an on-site heat network and reduce carbon emissions in accordance with London Plan 2011 Policies 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and construction' and 5.6 'Decentralised energy in development proposals'.

**LIFETIME HOMES**

38. All residential units with the proposed development shall be designed to Lifetime Homes Standard unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Councils

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Standards in relation to the provision of Lifetime Homes.

39. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

40. Prior to occupation of the development, with the exception of demolition and piling, a detailed scheme for the installation of bird nesting boxes shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be in accordance with the recommendations of the submitted Environmental Statement September 2013 and implemented accordingly and retained thereafter.

REASON: To support on-site biodiversity in accordance with London Plan Policy 7.19 'Biodiversity and access to nature' and Local Plan 2013 Policy SP13 'Open Space and Biodiversity'.

**BATH BUILDING MATERIALS**

41. All salvageable materials retrieved from the public baths building, in particular those that are proposed to be reinstated should be stored at a safe, weatherproof and secured location, in agreement with the local authority.

REASON: In order to protect the condition of materials salvaged from the baths building

42. Prior to works above ground, detailed plans and elevations of the electric substation enclosure, including the part of the facade salvaged from the Public Baths, shall be submitted to and approved in writing by the local planning authority.

REASON: In order to secure the appropriate design and treatment of the substation and retained elements of the baths building.

**SIZE OF FOODSTORE**

43. The net internal sales area of the store shall not exceed 1,825 sq m.

Reason: In order to secure the appropriate size of retail store on this site having regard to the viability, vitality and function of the local shopping centre.

INFORMATIVE: Net sales area means the internal area accessible to the customer but excluding checkouts, lobbies, customer toilets and walkways behind the checkouts as defined by the Competition Commission.

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: The applicant is advised that it is an offence to plant or cause Japanese knotweed to spread in the wild under the Wildlife and Countryside Act 1981 and all waste containing Japanese knotweed comes under the control of Part II of the Environmental Protection Act 1990. The applicant should refer to the Environment Agency's "Managing Japanese knotweed on development sites- the knotweed code of practice" (Version 3, 2013) for further information.



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INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group (tel. 020 8489 1000) at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE: The application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £1,621,130 (46,318 sq. m x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

INFORMATIVE: With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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INFORMATIVE: All works shall be undertaken by a qualified and experienced tree surgery company and to BS 3998:2010 Tree work - Recommendations.

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

INFORMATIVE: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

INFORMATIVE: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.

Please note that the conditions referred to in the minutes are those as originally proposed in the officer's report to the Sub-Committee; any amended wording, additional conditions, deletions or informatives agreed by the Sub-Committee and recorded in the minuted resolution, will, in accordance with the Sub-Committee's decision, be incorporated into the Planning Permission as subsequently issued.

**PC32. DATE OF NEXT MEETING**

The next meeting was scheduled for 10 February.

COUNCILLOR ALI DEMIRCI

Chair

Planning Sub Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>Reference No:</b> HGY/2013/2610	<b>Ward:</b> Tottenham Hale
<b>Address:</b> Tottenham Hale Station Station Road N17 9LR	
<b>Proposal:</b> Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway	
<b>Existing Use:</b> Transport Interchange	<b>Proposed Use:</b> Transport Interchange
<b>Applicant:</b> London Underground Limited	
<b>Ownership:</b> Network Rail, Hale Village LLP, Haringey Council, TfL and Greater Anglia	

<b>DOCUMENTS</b>
<b>Title</b>
Design & Access Statement December 2013
Transport Statement December 2013
Air Quality Assessment December 2013
Arboricultural Impact Assessment December 2013
Archaeological Assessment December 2013
Biodiversity Survey and Report December 2013
Sustainable Design and Construction Statement December 2013
Flood Risk Assessment December 2013
Noise Impact Assessment December 2013
Contaminated Land Assessment December 2013
Crime Prevention Statement December 2013
Statement of Community Involvement December 2013
Site Waste Management Supporting Statement December 2013
Planning Statement December 2013
Briefing Note: Cycling Provision January 2014
Briefing Note: Local Labour and Employment January 2014
Briefing Note: Environment Agency Query February 2014
Briefing Note: Provision of a Lift February 2014

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
A-600-010		Location Plan
A-600-011		Proposed Site Plan
A-600-012		Proposed Site Plan - Application Extent Summary
A-600-013		Site Boundary and Property Ownership Plan, Existing

	Situation
A-600-020	Existing Ticket Hall Level Plan
A-600-021	Existing Bridge Level Plan
A-600-022	Existing Roof Plan
A-600-023	Existing Basement Level Plan
A-600-024	Existing Elevations and Sections
A-600-025	Existing Elevations and Sections
A-600-026	Existing Elevations and Sections
A-600-027	Existing Elevations and Sections
A-600-028	Existing Elevations and Sections
A-600-030	Proposed Ticket Hall Level Plan
A-600-031	Proposed Bridge Level Plan
A-600-032	Proposed Roof Plan
A-600-033	Proposed Basement Level Plan
A-600-034	Proposed Elevations and Sections
A-600-035	Proposed Elevations and Sections
A-600-036	Proposed Elevations and Sections
A-600-037	Proposed Elevations and Sections
A-600-038	Proposed Elevations and Sections

**Case Officer Contact:** Robbie McNaugher

**PLANNING DESIGNATIONS:**

Road Network: B Road  
 Tube Lines  
 Flood Risk Zone 2 (part)  
 Site of Nature Conservation (SINC) Borough Grade II (part)

**RECOMMENDATION**

**GRANT PERMISSION subject to referral to the Mayor of London and subject to conditions**

**SUMMARY OF REPORT:**

There is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area and was welcomed and commended by the Design Review Panel.

The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. The proposal includes a new footbridge to Hale Village which will improve the accessibility of the station from Hale Village and the Lee Valley. Although the proposal does not provide an 'access for all' lift to this footbridge, TfL are committed to providing the lift in the future. Due to uncertainty around the provision of a 3<sup>rd</sup> and 4<sup>th</sup> platform at the station cannot include this in the current proposal. TfL have agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and the timetable for its installation prior to the completion of the works. On balance, Officers consider this an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term.

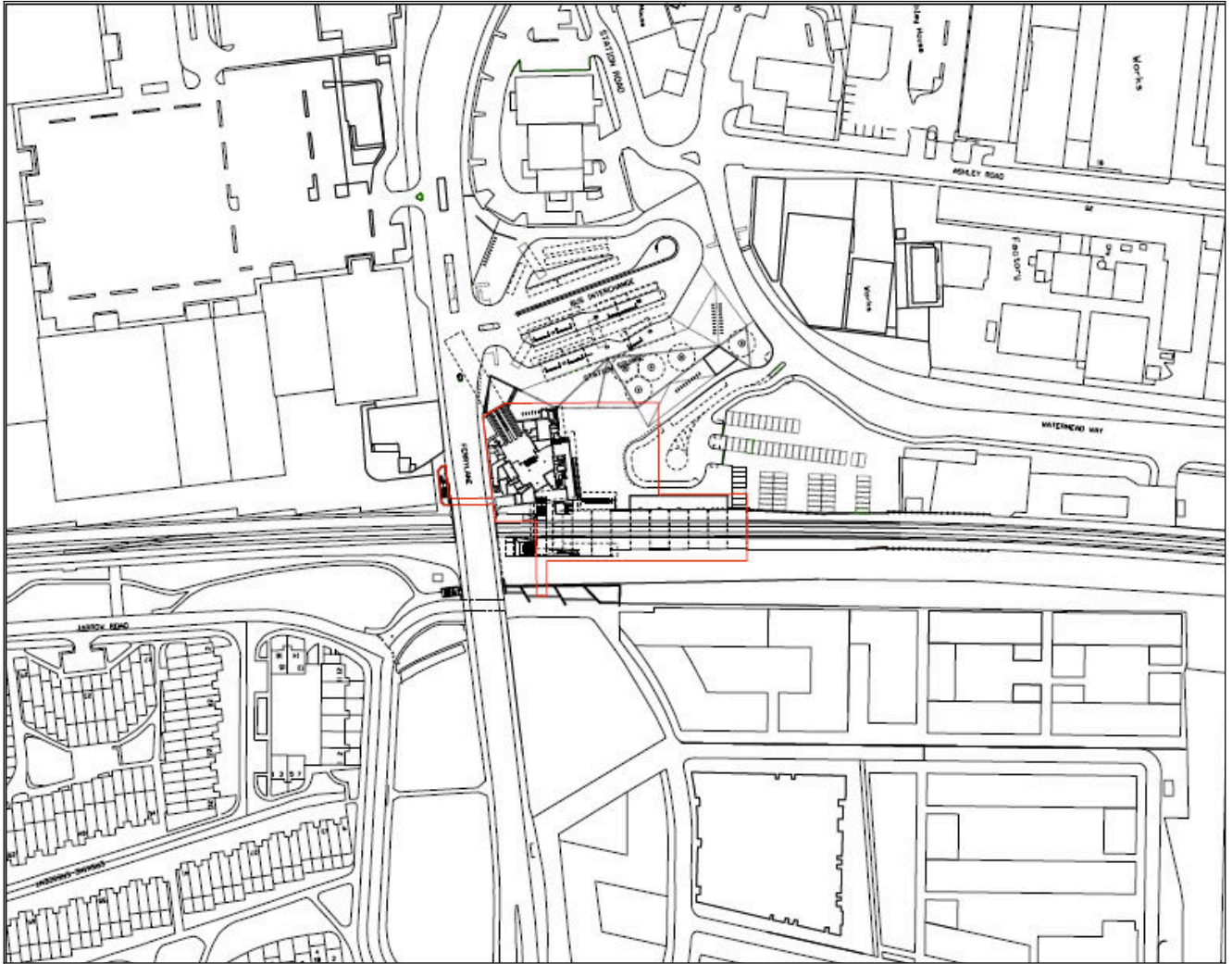
Several representations raised objection to the removal of the existing Ferry Lane Subway. The provision of an alternative surface crossing has been assessed by TfL and the Council's Transportation Team and it has been concluded that due to the engineering constraints in this part of Ferry Lane a crossing could not be provided without significant impacts on buses, cyclists and traffic. Alternative crossing points are available to the east and west of the current subway and on balance the loss of the subway is considered acceptable.

The application site is subject to several significant planning constraints however the proposal is considered acceptable in terms of flood risk, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. The proposal will include renewable energy technology and energy saving measures and is considered to adequately address sustainability requirements. A condition has been attached to ensure that TfL work with the Council to ensure that employment and training opportunities are provided by the construction process.

Overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.

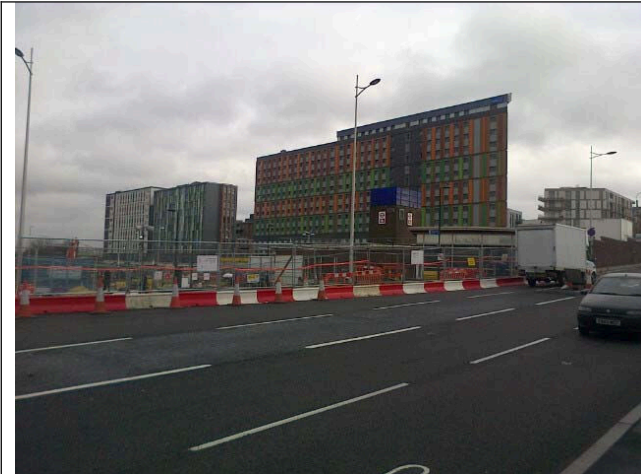
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1.0 PROPOSED SITE PLAN



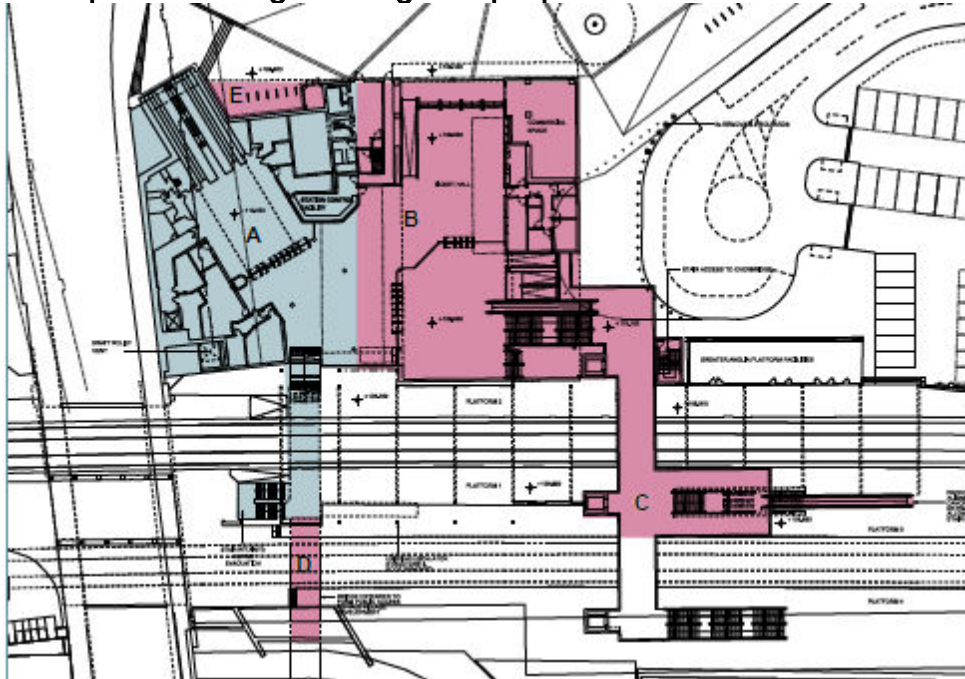


2.0 IMAGES





Floor plan showing existing and proposed elements



View from Ferry Lane



View from Station Square



Internal view



Footbridge to Hale Village





### **3.0 SITE AND SURROUNDINGS**

- 3.1 The site subject to this planning application is Tottenham Hale Station which consists of the London Underground concourse that provides access to the Victoria Line with services south to Brixton and north to Walthamstow Central and Greater Anglia staff and passenger facilities at surface platform level with northbound services towards Cambridge and southbound trains towards Liverpool Street.
- 3.2 The Station is bound by the major east-west road artery of Ferry Lane (A503) to the south, with national rail tracks immediately to the east. Land to the west and north of the Station is in surface transport use and is predominantly for bus services and passenger set down facilities.
- 3.3 The site lies in Flood Risk Zone 2 and the eastern part of the site is designated a Site of Nature Conservation (SINC) Borough Grade II with a number of trees along this part of the site. The site measures approximately 0.44 ha in size.
- 3.4 Tottenham Hale comprises a mix of residential, retail, warehousing and industrial uses. The area is currently dominated by the gyratory road system and public transport interchange. Both of these are undergoing major improvement work including converting the existing gyratory system back to two-way traffic operation to ease congestion and improve the urban realm, and the delivery of a new integrated bus station and Station Square, which will enable better interchange between public transport modes. These works are scheduled to be completed by December 2014.
- 3.5 A number of industrial areas surround the site to the west, north-west and south-west including Ferry Island Retail Park, Lee Valley Technopark and Tottenham Hale Retail Park. To the east of the railway are residential areas as well as some commercial, retail, community and leisure facilities with the Lee Valley Regional Park beyond. Residential developments are concentrated on High Cross Estate and the new Hale Village development which when complete, will comprise a mix of uses including residential, commercial/retail, student accommodation, hotel, school and other leisure/community uses. The Ferry Lane housing estate is also located to the south-east of the site, comprising predominantly 2-3 storeys flats and terraced dwellings.

### **4.0 PROPOSAL DESCRIPTION**

- 4.1 This is an application for Planning Permission for works to extend the operational railway station at Tottenham Hale. The proposal consists of:

the creation of a new station entrance;

enlarged station concourse;

improved access and a new 'access for all' bridge to platforms 1 and 2.

The proposal includes:

the extension of the existing footbridge to form a new station entrance from Hale Village;

the relocation of the station vent shaft and provision of a new station control facility;

provision for two (2) small retail units.

The development also involves the closure of the existing Ferry Lane subway

## **5.0 PLANNING HISTORY**

### **5.1 Planning Application History**

There have been a number of applications for advertisements, mini cab offices and other minor developments, the most recent and relevant applications are as follows:

HGY/1990/0746 Demolition of existing station buildings and erection of new station.-  
No decision

HGY/1996/0230 Improvements to station forecourt including pedestrian access routes, new canopies, paving, planting, formation and landmark beacon. Gtd 23/04/1996

HGY/2011/1587 Erection of canopies over proposed Bus Station, Erection of bus drivers building, Erection of public realm canopy, Erection of Taxi Queue Canopy. GTD 30/01/2012

HGY/2011/1594 New and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus. Planning permission not required. 21/12/2011

HGY/2012/1069 Erection of mini-cab kiosk within station with three dedicated parking spaces at Bero House Ashley Road N17 (renewal of temporary permission HGY/2009/0500) GTD 16/07/2012.

HGY/2013/1958 Prior Approval application for removal of 4 telephone kiosks and resiting of 2 telephone kiosks outside Tottenham Hale Station. GTD 18/11/2013.

### **5.2 Planning Enforcement History**

There is no recent or relevant Planning Enforcement History

## **6.0 RELEVANT PLANNING POLICY**

## 6.1 National Planning Policy Framework (NPPF)

The NPPF seeks to ensure that there is presumption in favour of supporting proposals that achieve sustainable development. The NPPF was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance. The following Paragraphs are of particular relevance this proposal: 2, 7, 11, 12, 13, 14, 17, 29, 30, 32, 35, 93, 95, 99, 100, 103, 109 and 118. Further information is also provided in the Technical Guidance.

## 6.2 The London Plan (Adopted July 2011)

2.8 Outer London: transport

2.14 Areas for regeneration

2.16 Strategic outer London development centres

4.12 Improving opportunities for all

5.1 Climate change mitigation

5.2 Minimising carbon dioxide emissions

5.3 Sustainable design and construction

5.7 Renewable energy

5.12 Flood risk management

5.13 Sustainable drainage

5.21 Contaminated land

6.1 Strategic approach

6.2 Providing public transport capacity and safeguarding land for transport

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7.14 Improving air quality

7.15 Reducing noise and enhancing soundscapes

7.19 Biodiversity and access to nature

## 6.3 Haringey Local Plan 2013

SP0 Presumption in favour of sustainable development

SP1 Managing Growth

SP4 Working towards a Low Carbon Haringey

SP5 Water Management and Flooding

SP6 Waste and Recycling  
SP7 Transport  
SP11 Design  
SP13 Open Space and Biodiversity

#### 6.4 Haringey Unitary Development Plan, 2006

UD3: General principles  
ENV6: Noise pollution  
ENV7: Air, water and light pollution  
ENV11: Contaminated land  
M10: Parking for development  
OS17: Tree protection, tree masses and spines

#### 6.5 Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements  
SPG4 Access for All – Mobility Standards  
Tottenham Hale Urban Centre SPD.

### 7.0 CONSULTATION

- 7.1 The applicant has provided a Statement of Community Involvement (SCI) which details the consultation with stakeholders prior to the submission of the application which included engaging with:
- The Greater London Authority;
  - Network Rail;
  - Colleagues across Transport for London
  - Greater Anglia;
  - Lee Valley Estates;
  - British Transport Police;
  - Tottenham Hotspurs;
  - Unite;
  - Lee Valley Regional Park Authority;
  - Bellway Homes; and
  - Grainger Plc.
- 7.2 The applicant carried out a letter drop to approximately 2,600 residents and local businesses inviting them to an information event on 11 December 2013. Approximately 30 people attended. They also distributed flyers at the existing station explaining the scheme and proposals on 17 December 2013. Information was also provided on the TfL website and contact email addresses provided.
- 7.3 Formal planning pre-application meetings were held with Council Officers on 15 November 2013 and on 28 November 2013. The scheme was presented to the Haringey Design Panel on 28th November 2013. The Panel questions and comments are set out in Appendix 3



- 7.4 After the submission of the application two (2) Development Management Forums were held on 22<sup>nd</sup> January and 11<sup>th</sup> February and were attended by sixteen (16) people. The minutes can be found in Appendix two (2). There were two rounds of notification carried out with 865 and 2785 local properties consulted in each of the consultation exercises respectively. Of the responses received 16 were in objection and 1 was in support.
- 7.5 A summary of statutory consultees', residents' and stakeholders' comments and objections can be found in Appendix one (1). Planning Officers have considered all consultation responses and have commented on these both in Appendix one (1) and within the relevant sections of the assessment in section 8.0 of this report.
- 7.6 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments up until the Planning Sub-Committee meeting. Any additional comments will be reported verbally to the planning sub-committee.
- 7.7 The GLA has provided its Stage 1 response it notes that the principle of the station redevelopment is strongly supported in strategic terms, as it will improve the layout, connectivity and access to, and within, the station. Whilst the design is also broadly supported, some further design development is encouraged together with further exploration of step-free access to Hale Village. The proposals are also strongly supported in transport terms, subject to some further information being provided.
- 7.8 It advises that the following issues should be addressed before the scheme is referred back to the Mayor: The opportunity for a secondary public entrance from the north, develop further the design of the north-facing frontage of the ticket hall block, and open up the northern edge of the commercial space to encourage pedestrian movement and activate the north frontage of the block. The inclusion of a shelter and seating area to serve the adjacent taxi rank. there are a number of areas that the. Further detail on the potential for step-free access to be included within the Hale Village link. Finally to be considered fully compliant with the London Plan the applicant should address the following: a construction logistics plan, including EL infrastructure protection; delivery and servicing plan; wayfinding, and; CIL liability.
- 7.9 The applicant has set out that the north facing frontage will accommodate the residential core entrance in the future when the over-station development is brought forward. It has agreed in the meantime to look at additional ways that the area can be improved and activated as the details of the scheme progress for example the provision of a coffee kiosk or taxi kiosk and a seating area. The other matters have been addressed by condition.
- 7.9 The table below list all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> <li>• Ward Councillors</li> <li>• Building Control</li> <li>• Cleansing</li> <li>• Transportation</li> <li>• Environmental Health – Contaminated Land</li> <li>• Environmental Health – Noise &amp; Pollution</li> <li>• Arboricultural Officer</li> <li>• Tottenham Team</li> <li>• Nature Conservation</li> </ul>	<ul style="list-style-type: none"> <li>• Greater London Authority</li> <li>• Thames Water</li> <li>• Metropolitan Police</li> <li>• Environment Agency</li> <li>• London Fire Brigade</li> <li>• Network Rail</li> <li>• London Underground</li> <li>• Transport For London</li> <li>• Greater London Archaeology Advisory Service English Heritage</li>   <li>• Tottenham Civic Society</li> <li>• Ferry Lane Action Group</li> <li>• Tottenham CAAC</li> </ul> <p>2785 local properties were consulted.</p>

## 8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 The main issues in respect of this application are considered to be:

- The principle of the proposal
- Design
- Accessibility
- The Hale Village Link
- The Loss of the Ferry Lane Underpass
- Transport
- Flood Risk
- Biodiversity and Trees
- Sustainability

### 8.2 Principle of proposal

8.2.1 London Plan Policy 2.13 and Local Plan Policy SP1 identify Tottenham Hale as an opportunity area and growth area where development will be promoted. The Tottenham Hale transport improvement scheme is identified as critical to enabling the regeneration of the area through improvements to the Tottenham Hale Station as a strategic interchange including improving access within the station for easy commuter flow between train, tube and buses, and improving accessibility for all. SP1 sets out the Council's aspirations for the area which include a new high quality station square and a state of the art new public transport interchange.

- 8.2.2 Policies 2.8 and 6.1 of the London Plan and Local Plan Policy SP7 support improved interchanges between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London.
- 8.2.3 Tottenham Hale Supplementary Planning Document provides more detailed and site specific planning policy guidance.
- 8.2.3 Therefore there is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area.
- 8.2.4 The provision of the two small scale retail units in this location is considered acceptable, as they will be ancillary to the primary function of the station, and provide small scale convenience shopping for commuters.
- 8.2.5 As indicated in the Tottenham Hale SPD the proposal has been designed in order to accommodate a future over-station development. The applicant has set out that the building has been designed to accommodate a building of up to nine stories above it. This approach is supported.

### 8.3 Design

- 8.3.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6.
- 8.3.2 The proposal was presented to the Councils Design Panel on Thursday 28th November 2013 the notes are set out in full in Appendix 3. In summary the Panel were very impressed by and supportive of the proposals. In particular they praised the design's simplicity, elegance, integration of artificial lighting and smoke control. The proposals were strongly welcomed and commended. The Panel noted the importance of the materials to achieve a high quality design and consequently a condition has been imposed requiring further details and samples of materials to be provided for consideration as part of any planning consent namely:
- the glass planks
  - the frieze below the glass cladding from the ground floor walls up to bottom edge of the band below the glass planks,
  - the junction between the frieze and the glass planks
  - the frieze/parapet / capping above the glass planks
  - the floor
  - any gates including the gate to the entrance from Hale Village

8.3.3 The quality of the design will create an attractive landmark station which, in combination with the improvements to the existing station building and the bus station works already underway, will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. As such the design of the proposed extension is considered to be high quality and will greatly enhance the visual amenity of the area, whilst setting the tone for high standards of design for any future proposed developments in the locality. Therefore, the proposal is in accordance with Local Plan Policy SP11 and London Plan Policies 7.4 and 7.6.

*Safety by Design*

8.3.4 London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.

8.3.5 The applicant has provided a crime prevention statement which states that the proposal has been prepared in consultation with British Transport Police Counter-Terrorism Security Advisors and Crime Reduction and Architectural Liaison Officers. The specific design elements that will have a beneficial impact on prevention of crime and improved perception of crime are noted as follows:

- Active frontages onto Station Square;
- Provision of a more generous concourse;
- Direct lines of sight;
- Visibility onto the taxi set down area;
- Improved Lighting Levels;
- Expanded CCTV coverage within station.

8.3.6 The entrance to the Hale Village link will establish good passive surveillance together with full CCTV coverage. The entrance will be closed when the station is not operational and secured by heavy duty collapsible security gates. Anti-terrorism measures have been incorporated including anti-collision bollards on Ferry Lane and raised level of the concourse.

8.3.7 The British Transport Police Crime Reduction and Architectural Liaison Officer has been consulted on the proposal and notes the contents of the crime prevention statement and confirms that meetings were held with the designers including on site. He advises that this design raises no concerns, as the station will be staffed during opening hours and it is proposed to extend the CCTV system.

8.3.8 The Metropolitan Police's Designing Out Crime Officer has provided comments on the closure of the Ferry Lane Subway and advises that the proposals to close the existing subway and install a new access will be an improvement from a crime prevention perspective.

8.3.9 Therefore the proposal is considered to be in line with the principles of 'Secured by Design' and 'Safer Places' and complies with London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 in this respect.

*Accessibility and the Hale Village Footbridge*

8.3.10 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places; and that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

8.3.11 The primary objective of the station upgrade project is to improve access to the public transport network. The proposed enhancements will substantially improve accessibility and legibility within the station as well as providing seamless, generous and step free routes into the station. In particular the design incorporates the following access benefits:

- Direct, step free interchange with the buses;
- Reduction of entrance steps from 10 stair risers today, to 3;
- Provision of a single-flight ramp into the station at less than a 1:20 gradient which follows the same desire line and environment as the entrance steps;
- Access to all surface rail platforms via new, 16 person, fully accessible lifts;
- Creation of much clearer rail interchange connections following natural desire lines and which remove obstructions and allow open lines of sight;
- Retention of blue badge parking and kiss and ride facilities in close proximity to the Station;
- Provision of ticket counters and machines that meet full accessibility standards including induction loops;
- Material selection that provides necessary visual contrast at key decision points, notably for steps and ramps, handrails and wall to floor junctions;
- A lighting strategy and architectural materials treatments that aid natural way finding by highlighting key decision points.

8.3.12 These measures are considered to significantly improve the accessibility for all users of the station.

8.3.13 Several of the letters of objection received from local residents and businesses raise concern that the current proposal does not provide lift access from the station ticket hall to the proposed footbridge to Hale Village. In response to these concerns Transport for London (TfL) has confirmed it is committed to the provision of a lift connection to the proposed footbridge in order to comply with DDA requirements. However Network Rail are currently undertaking feasibility work for the provision of a 3<sup>rd</sup> and 4<sup>th</sup> platform at the station as part of the Stratford to Angel Road upgrade of the West Anglia Main Line (STAR Project). Due to the uncertainty around the engineering detail of this project TfL are unable to commit to the exact location of a lift to the Hale Village crossing and installing a lift before the STAR project is finalised could lead to

significant abortive costs. In light of the significant objections and concerns from the Council,

8.3.14 TfL has agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and the timetable for its installation prior to the completion of the works.

8.3.15 On balance, Officers consider this is an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term in accordance with London Plan policies 6.1 and 7.2 and Local Plan SP11.

8.3.16 It is noted that objectors have requested that the footbridge remain open 24 hours a day, TfL has advised that the footbridge can only remain open during the operational hours of the station because the footbridge provides access into the ticket hall it would not be appropriate for security reasons to provide access when the station is not manned. Given the majority of people using the footbridge will do so to access Underground and Train services there is not considered to be significant benefit in providing 24 hours unlimited access across the bridge. Those wishing to access the bus station outside the operational hours of the station can do so using Ferry Lane which is not a significantly greater distance. Therefore it is not considered necessary to require the footbridge to remain open outside the operational hours of the station.

#### 8.4 Transport and the Loss of the Ferry Lane Crossing

8.4.1 Local Plan Policy SP7 states that in line with the London Plan, the Council will work with its partners to promote travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by minimising congestion and addressing the environmental impacts of travel by promoting public transport, walking and cycling.

8.4.2 The Council's Transportation Team has been consulted and note that the primary objective of the station upgrade is to improve access to the public transport network, in order to ensure that the station can facilitate the forecasted future growth for interchange passengers and passengers from the local area. It is advised that passenger numbers have been steadily increasing since 2002 and have grown by 35% since 2012. In 2031 the station Am peak (07:00-10:00) demand is forecasted to increase to over 16,000 passengers which is double the existing level of demand, (7,700 passengers), who currently use the station during the Am peak period 07:00-10:00 and 8,400 passengers in the PM peak period 16:00-19:00 hours. On Tottenham Hotspur Football Club weekday match days, which happen on average 12-14 times a year, the forecast for the station is expected to increase to 19,000 passengers during the evening peak period, this is approximately some 5,000 additional passengers. They advise that the proposed improvements will enable the

station to cope with the additional demand whilst substantially improving the accessibility and legibility within the station, by providing step free access to the station, lift access to all platforms via a 16 person lift.

*Removal of the Ferry Lane Subway*

- 8.4.3 The provision of the new station will require the removal of the Ferry Lane Subway, as the core of the stairs falls directly on the main LU to Network Rail interchange desire line. The Council's Transportation Team do not object to the removal of the subway. It notes that TfL has undertaken extensive feasibility and scoping studies which has considered a number of alternatives including the possibility of providing a replacement surface level crossing. However the results of the initial feasibility studies have indicated that due to the presence of the westbound bus stop and the profile of the carriageway east to west, combined with: the width of the road, heavy traffic flows and the signalised crossing at the junction with Jarrow Road/ Ferry Lane with Mile Mead Road, it would not be possible to implement a surface level crossing without significantly impacting on traffic flows and speed.
- 8.4.4 Haringey Transportation Planning and Highway infrastructure team has also conducted an independent site visit to look at the feasibility of implementing a crossing at surface level, the results of the site visit conclude that, only a signalised crossing would be feasible; due to the proximity of the existing signalised crossings at Jarrow Road/ Mill Mead Road and Watermead Way/ Ferry Lane with Broad Lane, the crossing would have to be implemented on the Bridge over the railway line where the footways is at its narrowest; there would be an issue with the forward visibility of vehicles travelling eastbound towards the crossing, hence they have concluded that a crossing would not be feasible at this location without substantial traffic calming and engineering measures to slow traffic to 20 mph and 'build outs' to widen the pavement over the rail bridge. As it is not feasible to widen the bridge, the footways would have to be built out into the carriageway to accommodate pedestrians waiting to cross; this would also result in the sacrificing of the east and west bound cycle lanes, which would result in a significant disadvantage to cyclists.
- 8.4.5 On the basis of the assessments by TfL and the Council's Transportation Team it is considered that, on balance, the loss of the subway is acceptable in this instance. Alternative pedestrian crossings are available at the junction of Ferry Lane, Mill Mead Road and Jarrow Road to the east of the existing subway or the proposed new crossing to the west of the site opposite Hale retail park. The residents of the eastern parts of the Ferry Lane Estate will be able to use the Mill Mead Road/Jarrow Road crossing and the Hale Village Footbridge without a significant increase in their journey and those in the western parts of the Ferry Lane Estate will have to walk a further 100 metres to use the surface level crossing adding approximately 30 seconds to their journey time. Weighing this up against the transport benefits of the new station, the potential disbenefit to cyclists along Ferry Lane if a surface level crossing were provided and the support from the Met Police for the closure of the subway is considered acceptable.

### *Cycle Parking*

- 8.4.6 The Transportation Team has reviewed the cycle parking provisions and consider that the cycle parking provision that is proposed as a whole as part of the bus station upgrade (90 cycle parking stands in total) will provide sufficient cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.
- 8.4.7 Therefore overall it is considered that the proposal would promote public transport, cycling and walking, improve the quality of public transport and assist in reducing congestion in accordance with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2011 policies.

### 8.5 Flood Risk

- 8.5.1 The site lies in Flood Zone 2 (medium possibility) which is assessed as having at least a 1 in 100 annual probability of flooding. The NPPF, London Plan Policy 5.12 and Local Plan SP5 advise that the Council will only consider development appropriate in areas at risk of flooding where accompanied by a site-specific Flood Risk Assessment. The NPPF Technical Guidance identifies the proposal as essential infrastructure which is appropriate in Flood Zone 2 and a site-specific flood risk assessment has been provided.
- 8.5.2 The Environment Agency has been consulted and raise no objections to the proposals. It notes that the finished floor levels would be 0.5m above the 1 in 100 chance in any year including an allowance for climate change in excess of their requirements for flood resilience. The Council's Head of Emergency Planning and Business Continuity is satisfied that TfL's evacuation planning will be adequate.
- 8.5.3 Therefore the proposal will ensure the resilience of this essential service in accordance with Local Plan SP5 London Plan Policy 5.12 the NPPF.

### 8.6 Biodiversity and Trees

- 8.6.1 The eastern part of the site is designated a Site of Nature Conservation (SINC) Borough Grade II with a number of trees along this part of the site. London Plan Policies and Local Plan Policy 7.19 SP13 state that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance Sites of Importance for Nature Conservation (SINCs).
- 8.6.2 The applicant has provided a biodiversity survey report which advises that the proposal would have a non-significant impact on the biodiversity value of the development area and immediately surrounding area. The most significant



impact from the proposal is the removal of 8 trees within the SINC. The Council's Nature Conservation Officer has been consulted and does not object to the proposal provided that a condition is imposed requiring the submission of further details for the mitigation and enhancement of biodiversity around the site.

## 8.7 Noise and Dust

8.7.1 Policies 7.14 and 7.15 of the London Plan and UDP Saved Policy ENV6 aim to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' Document 'The control of dust and emissions from construction and demolition' and locate potentially noisy developments where ambient noise levels are already high and where measures are proposed to mitigate its impact.

8.7.2 The Council's Environmental Health Noise Officer notes that the applicant has provided a noise impact assessment which is considered to be comprehensive and satisfactory in identifying potential causes of noise from the site both in the construction phases and when the station is complete. They note that some activities are predicted to cause noise that exceeds permitted levels and have the potential to cause a significant adverse effect at the closest residential receptors. The applicant's report considers the provision of acoustic hoarding around the work areas during such activities particularly where work is proposed for out of hours periods. This will be finalised once further assessment has taken place prior to the finalisation of the construction methodology, and consultation with the LPA. The Council's Environmental Health Noise Officer recommends that a Section 61 agreement under the Control of Pollution Act 1974 is provided prior to the works commencing.

8.7.3 This requirement is included as an informative

## 8.8 Contaminated Land

8.8.1 Saved Policy ENV1 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Contaminated Land Assessment, The Council's Environmental Health Pollution Officer raises no objections subject to imposing conditions requiring a discovery strategy, which would be submitted and approved prior to the commencement of any works and that any waste are to be sampled and analysed and disposed of in accordance with current regulations.

## 8.9 Sustainability

8.9.1 London Plan Policies 5.2 and 5.3 and Local Plan Policy SP4 require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. It requires all new developments where viable, to achieve a reduction in predicted carbon dioxide emissions of

40% from on site renewable energy regeneration, which can include connections to local sources of decentralised renewable energy.

- 8.9.2 The applicant has provided a Carbon and Energy Efficiency Plan (CEEP) which has evaluated a range of renewable technologies and sustainability measures. The station ticket office and concourses will use natural ventilation so will not require mechanical heating or ventilation. The areas of the station requiring heating and cooling are small scale (approximately 65.sq.ms) therefore the proposal does not have significant energy requirements. The proposal will incorporate an air source heat pump for space heating and cooling to the ticket office, clerk's office and kitchen/mess room and will use heat recovery to reduce ventilation losses to the office accommodation. It will also incorporate low flow WC and taps in staff accommodation and low energy lighting design including; Low energy light fittings, PIR sensors to switch of lights in stores and WCs, Timer and daylight controlled lighting and High levels of daylight penetration.
- 8.9.3 Several consultees and objectors have suggested that the proposal should incorporate solar pv technology, however currently no solar PV products have been formally reviewed for compliance with the London Underground Products Register (LU Standard L01085, Section 24 Fire Materials) so this technology cannot be used at this time. The potential for a green roof has also been considered and the inclusion is not possible due to maintenance and operational reasons and the potential for spreading invasive plant species.
- 8.9.4 It is therefore considered that in light of the constraints of the site and the low energy requirements that sufficient measures to reduce energy use and carbon emissions have been included to satisfy London Plan Policies 5.2 and 5.3 and Local Plan Policy SP4.

## 8.10 Air Quality

- 8.10.1 London Plan 2011 Policy 7.14 states development proposals should minimise increased exposure to existing air quality and make provision to address local problem of air quality. This approach is continued in Saved Policy ENV7 of the UDP 2006.
- 8.10.2 The Council's Environmental Health Pollution Officer has been consulted and notes that the Air Quality Assessment provided makes reference to the Tottenham Hale Gyrotory as an air pollution "hotspot". The Tottenham Hale area is identified by TfL as an NO<sub>2</sub> focus area where levels of NO<sub>2</sub> are above the annual objective for this pollutant of concern. The Council's Environmental Health Pollution Officer has requested that a condition be attached to ensure that the heating plant does not exceed recognise emission levels. However the proposal does not require significant plant for heating and hot water, heating will be provided from an air source heat pump and hot water will be provided by local electric, point of use instantaneous water heaters. The proposal includes the removal of existing gas boilers on site which will reduce

local air pollution. Therefore, in this instance the conditions suggested are not considered necessary.

8.10.3 It is considered that the proposal would have no significant adverse impact on air quality in compliance with the above policies.

## 8.11 Archaeology

8.11.1 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.

8.11.2 A desk-based archaeological assessment has been undertaken. This assessment has established that there is the potential for archaeological remains to be present below ground on the site. A number of archaeological and historical features of interest have also been identified within the surrounding area. The Hale Village footbridge development extends into an Archaeological Priority Area (APA1 – The Lee Valley). However the proposed development of this structure is not likely to involve any ground excavation work as the footbridge will be built on a podium which has been constructed on existing ground surface. There may be the potential of limited ground clearance where structural supports are proposed for the bridge however in the main, no direct impact is predicted to APA1 at this stage of the design process.

8.11.3 Given the potential for archaeological remains on the site, and the expected impact on APA1 it is recommended that further archaeological work is carried out to provide further information on the archaeological potential of the site. This will ensure that any remains found are appropriately recorded. A method for mitigation will be secured by condition and agreed with the Greater London Archaeological Advisory Service (GLAAS).

## 8.12 Waste

8.12.1 Local Plan Policy SP6 states that the Council supports the objectives of sustainable waste management set out in the London Plan. To achieve these, the Council shall seek to minimise waste creation and increase recycling rates in relation to commercial, industrial and municipal waste in order to achieve the Mayor’s recycling targets.

8.12.2 The applicant has provided a Site Waste Management Supporting Statement which sets out that all waste generated from Tottenham Hale Station will be managed in accordance with TfL’s and LU’s established policies and procedures and that a site waste management plan will be prepared prior to any works on site and suggest this is a condition of a successful planning application. A condition has been attached requiring further details of the waste and recycling facilities and the provision of a site waste management

plan prior to the commencement of works on site to comply with Local Plan Policy SP6.

#### 8.13 Local Employment

8.13.1 A condition has been attached requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area. This element of the proposal is supported by London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9.

#### 8.14 CIL

8.14.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

8.14.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £58660 (£35 x 1,676 sq.m.).

### 9.0 **SUMMARY AND CONCLUSION**

9.1 There is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area.

9.2 The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. The proposal includes a new footbridge to Hale Village which will improve the accessibility of the station from Hale Village and the Lee Valley. Although the proposal does not provide an 'access for all' lift to this footbridge, subject to the imposition of a condition requiring further details of the proposed lift, officers consider this an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term.

9.3 It is considered that on balance the loss of the Ferry Lane subway is acceptable in this instance. The provision of an alternative surface crossing has been assessed by TfL and the Council's Transportation Team and it has been concluded that due to the engineering constraints in this part of Ferry Lane a crossing could not be provided without significant impacts on buses,

cyclists and traffic. Alternative crossing points are available to the east and west of the current subway and on balance the loss of the subway is considered acceptable when weighed against the significant transport benefits which will result from the new station.

- 9.4 The proposal is considered acceptable in terms of flood risk, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. The proposal will include renewable energy technology and energy saving measures and is considered to adequately address sustainability requirements. A condition requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area.
- 9.5 Therefore overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.

## 10.0 RECOMMENDATIONS

**GRANT PERMISSION subject to referral to the Mayor of London and subject to the following condition(s)**

1. 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.

2. The development hereby authorised shall be carried out in accordance with the following approved plans:

A-600-010, A-600-011, A-600-012, A-600-013, A-600-020, A-600-021, A-600-022, A-600-023, A-600-024, A-600-025, A-600-026, A-600-027, A-600-028, A-600-030, A-600-031, A-600-032, A-600-033, A-600-034, A-600-035, A-600-036, A-600-037, A-600-038

Design & Access Statement December 2013

Transport Statement December 2013

Air Quality Assessment December 2013

Arboricultural Impact Assessment December 2013

Archaeological Assessment December 2013

Biodiversity Survey and Report December 2013

Sustainable Design and Construction Statement December 2013  
Flood Risk Assessment December 2013  
Noise Impact Assessment December 2013  
Contaminated Land Assessment December 2013  
Crime Prevention Statement December 2013  
Statement of Community Involvement December 2013  
Site Waste Management Supporting Statement December 2013  
Planning Statement December 2013  
Briefing Note: Cycling Provision January 2014  
Briefing Note: Local Labour and Employment January 2014  
Briefing Note: Environment Agency Query February 2014  
Briefing Note: Provision of a Lift February 2014

Reason:

In order to avoid doubt and in the interests of good planning.

3. Samples of materials and a schedule of the exact product references 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:
- the glass planks
  - the frieze below the glass cladding from the ground floor walls up to bottom edge of the band below the glass planks,
  - the junction between the frieze and the glass planks
  - the frieze/parapet / capping above the glass planks
  - the floor
  - any gates including the gate to the entrance from Hale Village.

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 consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

5. A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.  
  
B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).  
  
C) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition in accordance with a timetable to be submitted to and approved by the Local Planning Authority.

Reason:

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

6. Prior to the commencement of the development hereby permitted, details of the proposed station management for the demolition and construction phase shall be submitted to and approved by the Local Planning Authority and Transport for London. Such details to include but not limited to passenger way finding signage information, arrangements to address the pedestrian passenger flows in and around the station, and the method by which pedestrians will be informed of these works. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange.

7. Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The signage strategy shall include the provision of signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link, and the

taxi rank for passengers exiting the station. The approved details shall be installed prior to the completion of the station works.

Reason:

To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station.

8. Prior to any works associated with the demolition or commencement of the development hereby granted a Demolition and Construction Management Plan and Construction Logistics Plan (CLP) must be submitted to and approved by the Council in consultation with Transport for London.

The Demolition Management Plan and the Construction Management Plan shall include but not limited to:

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;
- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.
- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station;
- measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.



The development shall only be implemented in accordance with the details as approved.

Reason:

To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

9. Before development commences other than for investigative work a discovery strategy shall be submitted and approved by the LPA prior to the commencement of any works. Waste soils removed from site as a result of the redevelopment are to be sampled and analysed and disposed of in accordance with current regulations.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. Prior to the commencement of the development hereby permitted, a mitigation and enhancement strategy for the ecological receptors around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason:

To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) in accordance with London Plan Policies Policy 7.19 and Local Plan Policy SP13.

11. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason:

In order to ensure that the amenity of surrounding residents is safeguarded.

12. 6 months after commencement details of the location and size of the lift linking the western extreme of the Hale Village footbridge to the ticket hall and the phasing and implementation of these works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the works shall be carried out in accordance with the approved details within 3 months of completion of the STAR works or a decision not to implement STAR works. The lift works should be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason:

In order to ensure ease of access for the less mobile members of the community.

13. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

14. The demolition and construction works shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason:

In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy 7.21 of the London Plan, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

15. Local Labour shall be employed on the site in accordance with TfL's Strategic Labour Needs and Training Programme details of which should be supplied to the Council 3 months prior to works commencing on site.

Reason:

In order to ensure that the scheme provides employment opportunities within the Borough and for the local community.

INFORMATIVE: Waste Management Waste generated by the station after completion of the work will need to follow the same management plan. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TFL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.

INFORMATIVE: Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

INFORMATIVE: Thames Water would recommend that petrol / oil interceptors be fitted in all carparking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: In relation to condition 5 the written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs. English Heritage advises that the archaeological fieldwork would comprise the following:

#### Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need

to be agreed. The outcome will be a report and archive. It is recommended that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work.

INFORMATIVE: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.

INFORMATIVE: Network Rail Implementation of the proposed scheme will be subject to Network Rail's internal Clearance procedure to ensure the proposed development is accepted by all relevant internal stakeholders.

INFORMATIVE: Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: AssetProtectionAnglia@networkrail.co.uk. 'More information can also be obtained from our website at [www.networkrail.co.uk/asp](http://www.networkrail.co.uk/asp).

INFORMATIVE: Prior to refurbishment of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE : Community Infrastructure LevyThe application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £58660 (£35 x 1,676 sq.m.). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: The Applicant is advised of the requirement to enter into a Section 61 agreement under the Control of Pollution Act 1974.

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

No.	Stakeholder	Question/Comment	Response
	INTERNAL LBH Transportation	<p>The proposed station is located on the junction of Ferry Lane with Hale Road and Broad Lane Ferry Lane is on the SRN Strategic Road network however the road is a Borough Road. The station development is part of a larger transport infrastructure upgrade of Tottenham Hale including; the Gyrotory, bus station and underground; the gyrotory and bus station upgrades projects are due for completion by August 2014. This application has been the result of many years of consultation with the Borough Transportation Planning Team; the applicant Transport for London is proposing to extend the existing station to provide a new station entrance, enlarged station concourse, improved access and new access for all bridges, extension of the existing foot bridge to a new station access to Hale Village, new station control room and additional retail units.</p> <p>Our review of this developed proposal will look at the impact of the proposed development on the local transportation and highways network and if any mitigation is required.</p> <p>The primary objective of the station upgrade is to improve access to the public transport network, in order to ensure that the station can facilitate the forecasted future growth for interchange passengers and passengers from the local area. Passenger numbers have been steadily increasing since 2002 and have grown by 35% since 2012. In 2031 the station Am peak (07:00-10:00) demand is forecasted to increase to over 16,000 passengers which is double the existing level of</p>	<p>Noted. Condition attached as recommended.</p>

No.	Stakeholder	Question/Comment	Response
		<p>demand, (7,700 passengers), who currently use the station during the Am peak period 07:00-10:00 and 8,400 passengers in the Pm peak period 16:00-19:00 hours. On THFC weekday match day, which happens on average 12-14 times a year, forecast for the station is expected to increase to 19,000 passengers during the evening peak period, the is approximately some 5,000 additional passengers. The proposed improvements will enable the station to cope with the additional demand and well as substantially improving the accessibility and legibility within the station, by providing step free access to the station DDA access to all platforms via a 16 person lift.</p> <p>The proposed interchange has been designed to facilitate the future 3 /4 tracking of the Great Angela rail station by implementing new access to platforms via the new access for all bridge being delivered separately by network rail. The footbridge extension will also create a new direct link between the station and Hale Village, the link to Hale Village will not be DDA compliant however passive provision will be provided for a lift in the future, DDA access will be provide via Ferry Lane.</p> <p>The provision of the above facility will require the removal of the Ferry Lane Subway, as the core of the stairs falls directly on the min LU to Network Rail interchange desire line; we do not object to the removal of the subway. TfL looked at the possibility of providing a surface level crossing however the results of the initial feasibility studies have indicated that due to the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>presence of the westbound bus stop and the profile of the carriageway east to west combined with: the width of the road, heavy traffic flows and the signalised crossing at the junction with Jarrow Road/ Ferry Lane with Mile Mead Road, it would not be possible to implement a surface level crossing. Haringey Transportation Planning and Highway infrastructure team has also conducted an independent site visit to look at the feasibility of implementing a crossing at surface level, the results of the site visit conclude that, only a signalised crossing would be feasible; the proximity of the existing signalised crossings at Jarrow Road/ Mill Mead Road and Watermead Way/ Ferry Lane with Broad Lane, the crossing would have to be implemented on the Bridge over the railway line where the footways are at its narrowest; there would be an issue with the forward visibility of vehicles travelling eastbound towards the crossing, hence the engineer concluded that a crossing would not be feasible at this location without substantial traffic calming and engineering measures to slow traffic to 20mph and buildouts to widen the pavement over the rail bridge. As it is not feasible to widen the bridge, the footways would have to be built out into the carriageway; this would also result in the loss of the east and west bound cycle lanes, which would result in a significant disadvantage to a cyclist. We have therefore concluded that a surface level crossing will not be feasible between the two junctions.</p> <p>We have reviewed the cycle parking provisions and have</p>	

No.	Stakeholder	Question/Comment	Response
		<p>considered that the cycle parking provision that is been proposed as a whole as part of the bus station upgrade (90 cycle parking stand in total) will provide sufficient cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.</p> <p>Consequently the transportation and highways authority would not object to this application as the application in line with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2011 policies.</p> <p>Condition:</p> <p>The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on the Ferry Lane and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p>	



No.	Stakeholder	Question/Comment	Response
	Environmental Noise	<p>The report appears to be comprehensive and satisfactory in identifying potential causes of noise from the site both in the construction phases and when the station is complete. On page 26, table 10 lists those activities that are predicted to cause noise that exceeds permitted levels.</p> <p>Four of the five occasions are planned to be carried out at night when the station is closed. On Pg 27, the report states “noise from the activity of foundation excavation has the potential to cause a significant adverse effect at the closest residential receptors. The provision of acoustic hoarding around the work areas will be considered during such activities... where work is proposed for out of hours periods, and following the finalisation of the construction methodology, further assessment and consultation with the LPA will be undertaken.”</p> <p>For this reason the report (Conclusions P30) states “In addition under the Control of Pollution Act 1974, the LPA may insist on implementing a Section 61 agreement for the works. This would allow the setting of construction hours, noise limited and methods of control for the duration of the project.”</p> <p>I recommend that this be done for these planned activities to ensure noise levels and the periods of time are controlled.</p>	<p>Noted. Conditions attached as recommended. All other points are considered in Paragraph 8.7 of the report.</p>
	LBH Waste Management/Cleansing	<p>Accompanying this planning application is TFL's Waste Management Plan and strategy for dealing with waste</p>	<p>Noted. Condition attached requiring further details of the waste disposal and recycling</p>

No.	Stakeholder	Question/Comment	Response
		<p>generated during the demolition and development of the building, this includes recyclable materials.</p> <p>Waste generated by the station after completion of the work will need to follow the same management plan. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TFL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.</p>	arrangements.
	<b>LBH Building Control</b>	No objections	Noted
	<b>Nature Conservation</b>	I can confirm that I would not object if we condition details for mitigation and enhancement to be agreed with the Planning Authority and that their implementation is also conditioned and enforceable.	Noted. Condition attached as recommended.
	<b>Arboricultural Officer</b>	I have no objection to the planning application. It is proposed to remove 8 trees to facilitate the re-development of the site. They are all of low quality and value. Their loss will be mitigated by the proposed planting of new semi-mature trees outside of the new station entrance. The trees to be retained should be adequately protected if the tree protection measures outlined in the Arboricultural Impact Assessment are adhered to.	Noted. Condition attached as recommended.
	<b>EXTERNAL</b>		
	<b>Network Rail</b>	Having considered the details of the application I can advise that Network Rail wishes to make the following comments:  Network Rail understands that Tottenham Hale Station	Noted. Informative attached.

No. Stakeholder	Question/Comment	Response
	<p>is located within the Upper Lee Valley Opportunity Area, which has been identified as a 'Key Growth Point' and also an 'Area of Regeneration' within the London Plan (2011) in addition to the local designations set by the London Borough of Haringey. Network Rail recognises that in order to enable the regeneration and growth of the area it is necessary to support proposed improvements to the public transport system to create infrastructure that is fit for the 21st Century. As such Network Rail supports the principle of the redevelopment of Tottenham Hale Station with the view to provide improved transport infrastructure within the local area. It must be noted however that the 'description of development and engagement' within the Planning Statement which states that the new Access for All (AfA) bridge is to be delivered separately by Network Rail is misleading as at this stage this is not guaranteed. Network Rail is currently awaiting confirmation from the Department for Transport as to whether there is funding available to finance the construction of this bridge, which is understood to be a fundamental part of the redevelopment of the station included within this planning application. A decision on funding is expected by April 2014.</p> <p>Although not necessarily a planning matter at this stage, it is important to be aware in light of the TFL proposal that Network Rail is currently in the process of devising a proposal to upgrade several miles of the West Anglia Main Line (WAML), which runs through and provides a passenger train service that calls at Tottenham Hale</p>	

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		<p>Station. The proposed development includes the construction of an additional railway track that would take the station from 2 to 3 tracks to enable an increased capacity service to operate along the route. As part of the implementation of the railway track it will be necessary to upgrade and reconfigure associated infrastructure, including bridges, within the London Borough of Haringey and neighbouring London Borough of Enfield. The project is currently at the feasibility stage with option selection imminent. At present it is anticipated that the final design will be realised in October 2014, which the London Borough of Haringey will of course be consulted on in advance of any submission. Network Rail is currently in the process of arranging regular meetings with key stakeholders of the WAML scheme.</p> <p>As the landowner of part of the site, TFL have liaised with Network Rail over the current redevelopment design of Tottenham Hale Station and have welcomed comments in relation to the scheme. From a town planning perspective there are no material planning considerations that Network Rail believe would harm the current station arrangement as it stands. There are a number of engineering aspects associated with the WAML project that are currently unknown, however Network Rail will continue to work with TFL to ensure current and future transport schemes are compatible. Network Rail will work with TFL to find a solution, where possible, to matters in relation to property and construction, which it is felt can be finalised outside of</p>	

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		<p>the planning process through other legal mechanisms.</p> <p>Network Rail recommends the following Informatives are placed on any planning permission granted to ensure Network Rail Standards are adhered to during the design, construction and implementation process:</p> <p>Informative 1</p> <p>Implementation of the proposed scheme will be subject to Network Rail's internal Clearance procedure to ensure the proposed development is accepted by all relevant internal stakeholders.</p> <p>Informative 2</p> <p>Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: AssetProtectionAnglia@networkrail.co.uk. 'More information can also be obtained from our website at <a href="http://www.networkrail.co.uk/asp.aspx">www.networkrail.co.uk/asp.aspx</a> .</p> <p>In summary, Network Rail supports the principle of the redevelopment of Tottenham Hale Station and will work with TFL to provide public transport infrastructure that coincides with the aspirations of the local area.</p>	
	London Underground	No comment to make on this planning application.	Noted

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	Infrastructure protection Transport for London	<p>A key project in the 2006 Tottenham Hale Urban Design Framework, which was endorsed by the Mayor and subsequently adopted Haringey Council, envisaged an improved station interchange with provision of step free access in order to accommodate future predicted demand. This proposal takes forward that aspiration and is consistent with London Plan Policy 6.1 strategic interchanges strategic approach (d) improving interchange between different forms of transport, particularly around major rail and Underground stations. Similarly, the objectives in London Plan policy 6.2 providing public transport capacity and safeguarding land for transport, and London Plan Policy 6.4 Enhancing London's transport connectivity, are met insofar as the proposals improve the integration between the new bus station, London Underground and Network Rail services, improve the quality of the station building, provide step free access and will help deliver the capacity improvements needed on the transport network both now and into the future.</p> <p>The proposals will also deliver improved connectivity through a bridge link to the Hale Village development which was also a masterplan objective.</p> <p>It is noted that the scheme results in the closure of the Ferry Lane subway link. The opportunities for its retention are considered as part of this submission and it is accepted that its retention would compromise the wider benefits that the proposed scheme can deliver. In addition the new link bridge to Hale Village and</p>	<p>Noted. Conditions attached as recommended.</p>

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		<p>pedestrian crossings delivered as part of the Gyratory project will provide an alternative pedestrian route to the station.</p> <p>As such, the proposed development is seen as being a very positive addition to the existing transport infrastructure and network, improving modal interchange for buses, pedestrians and cyclists, facilitating regeneration and providing resilience to the rail and underground services.</p> <p><b>Cycle Parking</b></p> <p>The submission advises that as part of the Gyratory project, 25 cycle parking spaces will be provided at the interchange. London Plan policy 6.9 cycling is not specific on cycle parking at interchanges though some work has been done by TfL looking at station entry numbers. The TfL 2012 Rail Origin and Destination Survey (RODS) suggests that 34 passengers choose cycling as their mode of access to Tottenham Hale station. This level of provision is considered to be the minimum cycle parking provision in any circumstance and would be accommodated by 25 stands (or 50 spaces).</p> <p>It is the case however, that the number of cycle stands at the interchange has yet to be finalised as part of the Gyratory project. The current design together with the station suggests that in excess of 80 cycle parking spaces will be provided to support the likely future demand related to the growth in the Upper Lea Valley and additional demand on the transport network. This should accommodate the existing requirements and</p>	

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		<p>makes provision for future cycle parking demand. The applicant should, nevertheless be asked to confirm the cycle parking numbers.</p> <p><b>Taxi Rank Location and relationship to the Station Entrance.</b></p> <p>The proposals do not provide a direct line of sight for passengers exiting the station which may result in operation issues for the station and the smooth interchange of passengers between the station and the taxi rank. This will need to be explored further prior to planning permission being granted.</p> <p><b>Construction / Infrastructure protection and Delivery</b></p> <p>The application refers to minimal disruption during any construction works. TfL nevertheless expects the provision of a Construction Logistics Plan to be submitted, either through condition or as part of any s.106 agreement, in order to be in line with London Plan Policy 6.14 Freight. Given the proximity to TfL / London Underground assets it is also essential that works are not carried out that compromise either the bus or the existing London Underground station. It is therefore critical that the discharge of any condition or s.106 agreement is agreed with TfL.</p> <p>During the construction works, a wayfinding strategy particularly for pedestrians and cyclists accessing the station, but not forgetting taxi and vehicle drop off arrangements, should also be provided either as part of the construction logistics requirements or as a separate condition. Suggested conditions for discussion have been appended to this letter.</p>	



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		<p>TfL would also expect that a Delivery and Servicing Plan (DSP) should be secured as condition and / or s.106 requirement for the station retail units.</p> <p><b>Community Infrastructure Levy</b></p> <p>In accordance with London Plan policy 8.3 ‘<i>Community Infrastructure Levy</i>’, the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Haringey, where the charge is £35 per square metre</p> <p><b>Summary</b></p> <p>TfL is supportive of the application as it meets the transport aspirations and improvements required to the interchange at Tottenham Hale. There are however, a number of areas that TfL considers the applicant still needs to address for the application to be considered acceptable and compliant with the transport policies of the London Plan:</p> <ul style="list-style-type: none"> <li>• Provision of sufficient cycle parking spaces</li> <li>• Construction Logistics Plan, including TfL infrastructure protection.</li> <li>• Delivery and Servicing Plan</li> <li>• Wayfinding</li> <li>• CIL liability</li> </ul> <p>I trust this provides you with a better understanding of TfL’s current position on the proposals prior to any stage 1 referral to the Mayor.</p>	

No. Stakeholder	Question/Comment	Response
	<p><b><u>Conditions</u></b></p> <p><b><u>Wayfinding</u></b>                      Prior to the commencement of development hereby permitted, details of the proposed station management for the demolition and construction phase shall be submitted to and approved by the Local Planning Authority and Transport for London. Such details to include but not limited to passenger wayfinding signage information, arrangements to address the pedestrian passenger flows in and around the station, and the method by which pedestrians will be informed of these works. The development shall only be implemented in accordance with the approved details.</p> <p><b>Reason:</b>                      To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange.</p> <p><b><u>Signage Strategy</u></b>                      Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The approved details shall be installed prior to the completion of the station works.</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Reason: To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station.</p> <p><b>Demolition and Construction Management Plans and Asset protection.</b> Prior to any works associated with the demolition or commencement of the development hereby granted a Demolition and Construction Management Plan must be submitted to and approved by the Council and Transport for London. The Demolition Management Plan and the Construction Management Plan shall include but not limited to:</p> <ul style="list-style-type: none"> <li>• details of phasing and methodology to be used in the demolition process</li> <li>• the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;</li> <li>• the routes which construction traffic shall be directed to use;</li> <li>• any measures to deliver construction materials and remove construction waste by rail;</li> <li>• any necessary temporary road closure orders or diversions on the highway network in the vicinity of</li> </ul>	

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		<p>the Site;</p> <ul style="list-style-type: none"> <li>• the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.</li> <li>• details of the form siting and installation of temporary wayfinding signage to the Destinations;</li> <li>• measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station;</li> <li>• measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site;</li> <li>• measures to monitor construction traffic impacts generally;</li> <li>• measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets</li> <li>• measures to be taken prior to road closures and</li> </ul>	

No.	Stakeholder	Question/Comment	Response
		<p>construction</p> <ul style="list-style-type: none"> <li>measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase</li> </ul> <p>The development shall only be implemented in accordance with the details as approved.</p> <p><b>Reason:</b> To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange and the necessary safeguards for TfL infrastructure protection.</p>	
	<p>English Greater Archaeological Advisory Service (GLAAS)</p> <p>Heritage London Service</p>	<p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. The above planning application either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that</p>	<p>Noted. Conditions and informatives attached where appropriate. There are no historic buildings on the site therefore building recording is not considered necessary.</p>

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		<p>applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.</p> <p>The Tottenham Hale Station development lies on the border of the Lea Valley Archaeological Priority Area, where alluvial floodplains and resources have been exploited since earliest times. By the Medieval period, much of the river was in use: farmsteads were located along the river banks, a quay was established at Tottenham Hale and watermills are known from Ferry Lane area. Records indicate that the Tottenham Hale Station was in operation by 1850, albeit much smaller, and that residential developments took place to the north-west of the site between 1850 and 1864. The historic station is worthy of recording as an undesignated heritage asset whilst medieval or earlier remains may have survived its construction and could be revealed by the development.</p> <p>Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied</p>	

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		<p>to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:</p> <p><b>Reason</b> Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.</p> <p><b>Condition</b> A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).</p> <p>C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p><b>Informative</b> The written scheme of investigation will need to be prepared and implemented by a suitably qualified</p>	

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		<p>archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs. I envisage that the archaeological fieldwork would comprise the following:                      Watching Brief                      An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. I recommend that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work. Historic Building Recording                      Archaeological building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.</p> <p>Condition Building Recording                      I also recommend that the following condition is applied.                      Reason:                      Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of</p>	



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		<p>results, in accordance with Section 12 of the NPPF. Condition: No demolition shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of building recording and reporting in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing. No development shall take place other than in accordance with the Written Scheme of Investigation.</p> <p>Informative: The written scheme of investigation will need to be prepared and implemented by a suitably qualified heritage practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.</p>	
	<p><b>Environment Agency</b></p>	<p>We have no objections to the proposed development on flood risk grounds, but would recommend that finished floor levels for the proposed development are set no lower than 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level, or where this is not practical, flood resilience/resistance measures are incorporated. This is to protect the proposed development from flooding.</p> <p>We have not made an assessment of the safety of the route of access/egress from the site in a flood event or any requirements in relation to signage, underwater hazards or any other particular requirements, as this is a</p>	<p>Noted. The Council's Head of Emergency Planning and Business Continuity is satisfied the TfL's evacuation plans are adequate.</p>

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		<p>matter for the Local Planning Authority. We are not the competent authority on matters of evacuation or rescue, and therefore are unable to assess suitability of evacuation arrangements. Your emergency planners should be consulted on evacuation arrangements.</p> <p>Further comments provided as follows:</p> <p>We have no objections to TfL proposals for the finished floor levels to be 0.5m above the 1 in 100 chance in any year including an allowance for climate change flood level.</p>	
	<p><b>Thames Water</b></p>	<p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	<p>Noted</p>
	<p><b>The British Transport Police Crime Reduction and Architectural Liaison Officer</b></p>	<p>Notes the contents of the Crime Prevention Statement and confirms that meeting were held with the designers and on site. They advise that this design raises no concerns, as the station will be staffed during opening hours and it is proposed to extend the CCTV system.</p>	<p>Noted</p>
	<p><b>Metropolitan Police Designing Out Crime Officer</b></p>	<p>I have viewed the plans and visited the site, and am of the opinion that the proposals to close the existing subway and install a new access route will be an improvement (from a crime prevention perspective).</p>	<p>Noted</p>

No.	Stakeholder	Question/Comment	Response
	GLA	Have provided their Stage 1 response.	Their comments are addressed in the body of the report.
	Canal & River Trust London	<p>While the development is not directly adjacent to the River Lee Navigation or its towpath, we wanted to make comment on the application because of our concern for the missed opportunity with relation to connections with the valuable local resource of the Lee Valley.</p> <p>The station upgrade will be a positive step in the regeneration of this area, and represents an opportunity to enhance links with surrounding areas also undergoing change and improvement. The Canal &amp; River Trust see the enhancement of all pedestrian and cycling access to the River Lee Navigation as essential for encouraging better use of this valuable resource. It is therefore a disappointment to note that while new pedestrian access is provided from the station towards Hale Village (which leads onto the Navigation and its towpath) this will not be accompanied by a DDA compliant lift. This will restrict open access for some through Hale Village to the towpath and Tottenham riverside, and will be a missed opportunity for making the most of the station upgrade works. The Lee Valley, and the towpath through it, provides important north-south access to green space, recreation, and job opportunities, and we therefore consider that to make this route DDA compliant is essential as part of the regeneration of this area.</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p>
	Lee Valley Regional Park Authority	<p>The planning application was considered by the Authority's LLV Regeneration and Planning Committee on 13th February 2014, when it was resolved that:</p> <p>(1) that the London Borough of Haringey be informed</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course. As</p>

No.	Stakeholder	Question/Comment	Response
		<p>that the Authority welcomes the proposed station redevelopment, which would enhance access to the Regional Park. However we request that the following be included as part of the main phase of the station redevelopment:</p> <p>(a) provision of step-free access for the Hale Village Link, including the lift at the western end of the bridge outlined in section 5.4 of the submitted Design and Access Statement, as it is unacceptable for the development to be non-compliant with the Disability Discrimination Act 1995 as amended; and (b) provision of signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link</p> <p>INFORMATIVE</p> <p>These measures are considered necessary to ensure that this important link to the Regional Park is accessible and signed, in line with adopted Park Development Framework proposals.</p>	<p>part of the condition requiring further details of a wayfinding strategy the applicant is require to provide signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link.</p>
	<p><b>Haringey Disability First Consortium</b></p>	<p><b>We are incredibly concerned by the lack of consideration of the requirements of local disabled people in these plans, and the apparent discriminatory treatment of disabled people, particularly those with mobility issues, in the design and consultation process.</b></p> <p>Haringey Disability First Consortium is Haringey's disability umbrella group, representing the views of over 800 local disabled people; including people who use wheelchairs and mental health services, people with learning difficulties, sensory impairments, facial disfigurements, MS and HIV, survivors of stroke,</p>	<p>Noted. The Council is committed to agreeing a process going forward regarding meaningful consultation of the consortium on major applications. A meeting has been offered to discuss this application.</p>

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		<p>diabetes, heart conditions and life altering incidents. We work with all people who are disabled by barriers in society due to long-term health conditions and who live, work or have a connection to Haringey. Mobility, access and the built environment are of vital importance to disabled people. As our members put it <b>if you are stopped from getting about your neighbourhood or barred from safely getting in and out of your home you are effectively “under house arrest”</b>. This is why in our first year we set-up a sub-group to work on these issues and to enable Haringey Council, TfL and their development partners to hear directly from disabled residents and to work together to make Haringey accessible for everyone.</p> <p>Our MATH (Mobility, Access, Transport and Housing) sub-group is open to all our members, is chaired by a surveyor, and includes members who have chaired the London Council’s Advisory Committee on Mobility, TfLs Disability Advisory Group, and been members of Greater London Action on Disability (GLAD) and Disabled People’s Direct Action Network (DAN). <b>HDFC are disappointed that TfL and LBH did not use this resource in the design and development of these plans</b> – particularly given the fact that a number of different stakeholders (who aren’t experts in access and mobility, e.g. Spurs, Lee Valley Estates and Newlon) highlight the lack of DDA compliance as a reason for them not to support the plans as they stand. <b>HDFC feel that in not engaging with our members the experience of local disabled people has been overlooked and that consultation with stakeholders,</b></p>	Noted

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		<p>which is statutory obligation with major planning applications such as this one, has not effectively happened.</p> <p>HDFC comments on the plans for Tottenham Hale and consultation process:</p> <p>This is major development. LBH have a statutory obligation to notify stakeholders giving them 21 days to respond. Our members were not provided with accessible plans until 18th February effectively giving disabled people three working days to respond an extended consultation. We note from GLA submissions that due to not receiving appropriate paperwork in a timely manner the Mayor of London's six-week period to consider will run until 4th March. <b>We feel that it would have been appropriate given the above (HDFC were not provided with plans until 2 months after 'neighbours' and nearly a full month after the Mayor) and that LBH were already bound (under Article 4(2) of the</b></p> <p><b>Town &amp; Country Planning Act) to a deadline of 4/3/2014 that our members should have been given that time too.</b></p> <p>Connected with the point above we encourage <b>LBH and TfL to provide staff with training in Disability Equality.</b> There was a huge amount of unnecessary confusion and delay that came about due to a lack of understanding of 'reasonable adjustments'. This resulted in further reducing the time we were given to consult and a cost implication for TfL in getting Braille translations that</p>	<p>Noted. HDFC were not included in the initial notification of the application but were subsequently notified on the 5<sup>th</sup> February.</p> <p>Noted</p>

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		<p>were not required had they met our initial 'reasonable adjustment' request.</p> <p><b>HDfC suggest that funding for an Independent Access Group</b> for Haringey and training for key staff (to minimise problems arising in future and make the best use of all our limited resources) should be <b>secured as a condition and/or s.106 requirement in this application (and applications in the future). The effectiveness of such schemes is well known and clearly demonstrated recently with Stratford City Consultative Access Group.</b></p> <p>The plans themselves:</p> <p>HDfC does not believe that these plans conform to Lifetime Homes or Lifetime Neighbourhoods or Access For All principals. <b>HDfC encourages LBH and TfL to use these policy directives to guide their planning and processes.</b></p> <p>HDfC sees Tottenham Hale as a major transport interchange and feels it should be treated as such. There are Overground, Tube and Stansted Express trains bringing people from International flights, buses, cyclists, pedestrians, community transport and car drivers that rely on the interchange. <b>HDfC asks LBH and TfL to consider Tottenham Hale a transport interchange (given the huge amount of investment and development happening in Tottenham over the coming years we feel it would be massively beneficial) to enable the use of TfLs expertise within their Interchange Programme and other best practice guidance.</b></p>	Noted

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		<p>Access to the station going from 10 to 3 risers, when there is a clear opportunity to remove those steps in their entirety, is a very disappointing oversight. Retaining these steps discriminates against people with mobility issues and visual impairments and those using pushchairs/ prams and with heavy luggage and shopping. It requires these individuals to take a longer, more complicated route and ignores the 'desire lines' of equality streams including disabled people and women. <b>HDFC encourages LBH and TfL to go from 10 to zero steps into the station.</b></p> <p>The accessible lift. The Station Related Access Improvements, which are a major aspect of this planning application, rely on the future, potential provision of a 16 person lift by Network Rail. In their submission Network Rail describe this as "misleading" as there is no guarantee of it being funded by the DoT. <b>HDFC cannot support a planning application that is presented as improving access but that offers no step-free access to platforms. 'Passive Provision' does not make the scheme DDA/ EA compliant.</b></p> <p>The lift discussion. The plans as proposed state "While a lift can be provided that meets Building Control Part M requirements, this will be smaller than NR design standards. Derogation from these standards will be necessary as it falls on NR land...The size and complexity of construction could be significantly reduced if the design and construction of this lift is coordinated with major track works. The STAR project may present this opportunity in future." <b>As above HDFC feel discussions/ proposals about what kind of lift</b></p>	<p>There is in fact step free access via a ramp at the station entrance and does not involve a longer or more complicated route.</p> <p>The proposal does include a 16 person lift to and from platforms 1 and 2. The sections of the submission quoted refer to the future provision for 3<sup>rd</sup> and 4<sup>th</sup> platforms at the station.</p>



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		<p>and where it would go are moot and “misleading” and imply an influence/future proofing that does not exist in this proposal. HDFC cannot support a planning application that is presented as improving access but that offers no step-free access to platforms. ‘Passive Provision’ does not make the scheme DDA/ EA compliant.</p> <p>The Hale Village Bridge and Ferry Lane underpass. As highlighted by a number of stakeholders removing the underpass and replacing it with a bridge that is not accessible to disabled people, people with pushchairs/ prams or those with luggage or shopping is wholly unacceptable. As one of our members put it “A foot-bridge with steps is no more or less accessible... than a subway with 46 stairs. Closing a subway and creating a foot-bridge would be a case of 'like for like'.” As stated in other submissions we feel that TfL and LBH have underestimated the use of the subway by local people and its potential benefit (particularly if altered to be accessible and take into account community safety concerns) in the broader plans for Tottenham’s redevelopment (e.g. connections with the Lee Valley, Spurs, cross-borough bus services, cycling and walking routes and other public transport etc.)</p> <p><b>HDFC cannot support this proposal as it is not DDA/ EA compliant, replacing a subway with steps for a ‘sur-way’ with steps is discriminatory, inaccessible and will impact negatively on local residents who use this route at the moment.</b></p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p>

No.	Stakeholder	Question/Comment	Response
		<p>The 'non-paying' NR footbridge only being open during station opening hours feels like a missed opportunity to come-up with a creative solution incorporating access and clear passenger movement 'desire lines'. An <b>accessible, step-free footbridge should be developed. HDFC would encourage it is built with good lighting and a roof and that it is open 24/7 to enable it to be used at all times of day and year and so it doesn't get too slippery (see Alexandra Palace access issues)</b></p> <p>Connected to the above <b>HDFC feel that suggesting people with mobility issues, pushchairs/prams and luggage and shopping take the longer, more dangerous pavement route is discriminatory and a matter for community safety consideration.</b> The pavement is narrow, has 'street furniture' that effects access and the traffic moves quickly and onto the pavement. TfL in their own Transport Statement have noted the unsatisfactory nature of the existing route and in fact this is a large part of their justification for the works. <b>HDFC urges TfL and LBH to consider the 'desire lines' of all people and not to forget that disabled people and women with children have 'desire lines' too.</b> In these plans people from Ferry Lane Estate who can manage steps will get there more quickly (when the footbridge is open), but the journey for someone who is disabled by steps will actually be 6 metres longer! <b>As individuals for whom the built environment is currently less accessible than for many others HDFC cannot support a proposal that expects people with mobility issues and young</b></p>	<p>Noted. This is addressed in paragraph 8.3.16 of the report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>children to continue take the longer, more dangerous route and highlights that the description of the route as the 'retention of a step-free alternative' is disingenuous and in opposition to the plan's 'Operational Principals' (4.2)</p> <p>London Underground 3rd escalator and removal of stairs. A third escalator would not be good news for guide dog owners (who require a static staircase) or people with certain mental health problems who are unable to use escalators. If the stairs are removed without an accessible lift replacing them, then well-maintained help-point intercoms/tickets desks would be essential so that guide dog owners can quickly request the stopping of an escalator. <b>HDFC encourage LBH and TfL to retain a static staircase until a fully accessible lift offers an alternative and to ensure sufficient staff are always present given multiple interchanges at this station.</b></p> <p>Landscaping and signage. Much of these proposals seem to be part of the Gyrotory Removal project (that we were not consulted on) and so we are unable to comment on specifics (as they are not laid out in this plan) and are not in the scope of this planning application. However, if the bin store on the west frontage of the LU building is to be removed, has a new provision been made for bin storage? Rubbish has to be safely stored somewhere otherwise it becomes a hazard for people with visual impairments. <b>HDFC encourages the removal of unused street furniture, appropriate rubbish storage and collections and a commitment to Legible London. We support the use of accessible</b></p>	<p>Noted</p>

No.	Stakeholder	Question/Comment	Response
		<p>communication at stations and at bus-stops where possible. We would like to highlight that more than 60% of our membership do not use IT/smart phones so we encourage TfL and LBH not to rely on this type of communication and instead use hearing loops, info boards, large print signage and staffing levels etc. to enable accessible communication with disabled residents.</p> <p>HDFC are unclear about the conclusion that "a new crossing is considered neither desirable or appropriate"; to whom? Whilst we appreciate the need to keep bus-stops etc. clear <b>HDFC would always encourage accessible road crossings as the best and cheapest way to ensure non-discriminatory access around the built environment.</b></p> <p>Cycling and bike storage. Many of our members use bicycles for reasons of cost and wellbeing. It appears (as with landscaping) that much of the bike storage that you would expect to see in an application of this sort is deferring to the Gyrary Project currently in motion. <b>HDFC encourages TfL and LBH to ensure that any planning applications are, of themselves, acceptable and compliant with the transport policies of the London Plan (in relation to access, cycle provision, wayfinding etc.) and not 'outsourcing' compliance to other applications or statutory providers (like with the NR lift).</b></p> <p>Drop-off, pick up and taxis. Many of our members rely on a variety of community transport options. <b>HDFC welcomes the retention of disabled parking bays and the consideration of taxi flow in these plans. We</b></p>	<p>Noted, conditions requiring further details of waste storage and wayfinding have been attached.</p> <p>The provision of an additional crossing are addressed in paragraphs 8.4.3-5 of the report.</p> <p>Noted, provision of the cycle storage as part of the gyrary scheme is considered to provide adequate provision for the station.</p>

No.	Stakeholder	Question/Comment	Response
		<p>would encourage the engagement of British Transport Police and parking officers to help with ensuring that ‘minor motoring offences’ don’t impact on access for disabled people.</p> <p>I trust that this provides you with some insight into the views of Haringey’s disabled residents, and why HDFC do not feel able to support this planning application unless further consideration is given to the comments above and the request by a number of stakeholders to make the plans DDA/EA compliant.</p> <p>Our members are parents, teachers, neighbours, campaigners and clinicians, brothers, support workers, refugees, women and older people, people from BME and LGBT communities and of course they are all disabled. We feel that we would be able to support LBH, TfL and its partners to use the lessons of Stratford and other accessible development schemes to make Tottenham Hale and the rest of the Tottenham Plan (AAP) work for everyone in our community; and do so with relatively little expense! <b>We hope that you give further thought to these proposals and engage with stakeholders in a timely fashion in order to reach a solution. There are a lot of changes happening in Tottenham. HDFC, our members and partners welcome them. We hope our practical suggestions about how to engage the community and fund that engagement (using s106) at this exciting time of change will enable all to work together to make Haringey accessible for everyone.</b></p>	<p>Noted.</p>

No.	Stakeholder	Question/Comment	Response
	Local Businesses and Landowners		
	<p>Lee Valley Estates Newlon Housing Trust Tottenham Hotspur ISIS Waterside Regeneration Unite Group Church of England- Diocese of London The Archdeacon of Hampstead Chair of the Tottenham Landowners and Major Business Group</p>	<ul style="list-style-type: none"> <li>• Supportive of the principle and the significant benefits to the area.</li> <li>• Disappointed by lack of step free access into Hale Village Urge TfL to work with network Rail to provide a lift to provide step free access for users of the new bridge.</li> <li>• Ask Haringey to consider making permission subject to a condition requiring the provision of a lift to achieve step free access.</li> <li>• Accessibility for all to and from the station to the surrounding area is an important aspect of the improvement works</li> <li>• The current proposal provides no guarantee that a lift will be incorporated in the future.</li> <li>• The alternative level access along Ferry Lane and within the station concourse would be convoluted</li> <li>• During the design evolution of Hale Village there was significant engagement with local stakeholders who regularly stressed the importance of providing a pedestrian gateway into Hale Village including a link to Tottenham Hale Station.</li> <li>• In light of this they welcome the principle of a direct pedestrian link between Hale Village and Tottenham Hale Station but are extremely concerned with the lack of commitment to making the link DDA compliant.</li> <li>• The need to make the Hale Village link DDA compliant is exacerbated by the planned closure</li> </ul>	<p>Noted.</p> <p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>As above.</p> <p>As above.</p> <p>As above.</p> <p>Noted</p> <p>Noted</p> <p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p>

No.	Stakeholder	Question/Comment	Response
		<p>of the subway on the south side of Ferry Lane. This bridge will now serve both Hale Village and Ferry Lane residents/workers/visitors.</p> <ul style="list-style-type: none"> <li>• It appears that cost is the sole reason for not delivering a lift at this stage, given the application suggests that the ticket hall is being designed for future residential development above why is the applicant using cost as a justification for not providing a DDA compliant link?</li> <li>• Strongly request that the proposals for the Hale Village link are revised to provide for a DDA compliant link.</li> <li>• Unite currently has 60 rooms available for those in wheelchairs and would be concerns if these students were not able to access their developments over the bridge as every able bodied student</li> <li>• 30 of the Newlon Homes at Hale Village were designed and built for wheelchair users which is an important part of the Council's housing strategy and something Newlon supports.</li> <li>• A lift will also be of benefit for those with children buggies and luggage.</li> <li>• Hope that TfL will engage with local stakeholders at the earliest opportunity on their proposals for future residential and commercial development above the station.</li> <li>• Suggest that the Footbridge to Hale Village remain open at all times.</li> </ul>	<p>Noted</p> <p>Noted</p> <p>Noted above</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>This point is addressed in paragraph 8.3.16 of the report.</p>
	<b>Residents</b>		

No.	Stakeholder	Question/Comment	Response
	<p>Development Management Forums. Held on 22<sup>nd</sup> January and 11<sup>th</sup> February at The Engine Room Hale Village</p>	<p>See Appendix 2</p>	
	<p><b>Objection</b></p>		
	<p>Councillor Lorna Reith</p>	<p>I wish to object to the application in its current form. I support the redevelopment and upgrading of the station, which I use myself frequently and also lies within the ward I represent. I am concerned at the loss of the subway which is heavily used by Ferry Lane estate residents. I object in particular to the failure to ensure that the bridge link to Hale Village is DDA compliant. Tottenham Hale station is extremely busy and passengers numbers are set to increase substantially. A high proportion of passengers are in transit and it appears to me that the design has favoured their needs over those of local residents. Had there been an early recognition of the importance of the subway to local people then the design could have taken this into account. Similarly, had DDA compliance been factored in at the beginning it would not be seen as an expensive after-thought. Hale Village has many families with small children who use baby buggies, at least 30 homes specially designed for wheelchair users, a new renal unit being run by the Royal Free hospital (opening soon) many of whose patients will have mobility impairments or be unable to walk long distances, over a thousand students who arrive with a year's worth of luggage and a major employer (Newlon) who will have disabled staff.</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>The loss of the Ferry Lane Subway is addressed in paragraphs 8.4.3-5 of the report.</p> <p>Noted. Information about the history of the area could be incorporated in the wayfinding strategy for the area.</p>



No.	Stakeholder	Question/Comment	Response
		<p>There is also a temporary community centre - to be followed by a permanent one – which provides activities for residents beyond Hale Village itself. For all of these people an accessible bridge is vital - the alternative route is narrow and alongside a very busy road. Surely local residents should gain something from the new station - not just a closed subway and never-ending building works and disruption. Unless the bridge link is DDA compliant at this stage there is no guarantee it ever will be. This would be a dreadful missed opportunity. I support the objections made by the Church of England, Tottenham Hotspur, Newlon, Lee Valley Estates, Canals and River Trust and Isis. I would also like to see a condition that required the developers to include display panels that showcased the history of the station and local area.</p>	
	<p><b>Ferry Lane Group</b></p>	<p><b>Action</b></p> <p>We object to the proposed development on two grounds.</p> <p>1. It will mean the loss of the subway under Ferry Lane which currently provides the main means of access for many of the 3,000 residents of this estate to the station. This will mean increased hazard for hundreds of people every day in crossing a very busy road as well as a longer route on foot and loss of convenience. We understand that the current entry to the subway would fall within the concourse of the new station. But this should not be an obstacle to retaining the subway. Many stations and other public places have subways emerging in the middle of pedestrian concourses. Had the station re-design been undertaken to benefit local residents, and not just a projected increase in</p>	<p>Noted. The loss of the Ferry Lane Subway is addressed in paragraphs 8.4.3-5 of the report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>commuters and airline passengers, then we believe a way could have been found to retain the subway. We call on the council to reject this application on these grounds and ask the developers to come back with a re-design that retains the subway.</p> <p>2. The failure to provide step-free access via the new footbridge from Hale Village. The new bridge is an opportunity to create step-free access from the main road and hence serving the residents of Hale Village, future residents of Hale Wharf, people using services on Hale Village (including the new kidney dialysis unit) and if the subway is lost residents of Ferry Lane Estate.</p> <p>3. The new station will have a large flat roof. Given that the proposed four-tracking works will have a major negative impact on the green corridor between the existing tracks and the Hale Village buildings, it would be appropriate to mitigate that at every opportunity including by provision for a green roof (or at the very least a brown roof) on the new station. If further work takes place above the station, the green- or brown-roof structures and soil eg could easily be removed to allow further building.</p> <p>4. It would be very useful to have an ATM in the station, under cover and secure.</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>TfL have set out in their Sustainable Design and Construction Statement the constraints which mean a green roof cannot be provided as part of this proposal. This is considered in paragraph 8.9.3 of the report.</p> <p>TfL have agreed to consider the provision of ATM at the station.</p>
Tottenham & Wood Green Friends of the Earth		<ul style="list-style-type: none"> <li>It is not clear how the application meets the council's planning policy requirements for renewable energy.</li> <li>There will be significant electricity consumption in the station throughout the day, although it is to be hoped that all such lighting and other equipment will be of the most energy efficient</li> </ul>	<p>The proposal will include an air source heat pump. TfL have set out in their Carbon Energy Efficiency Plan that it is not feasible to incorporate other renewable energy technologies. This is considered in paragraphs 8.9.2-4 of the report. Energy efficiency measures have been included</p>

No.	Stakeholder	Question/Comment	Response
		<p>possible, there will be significant electricity usage.</p> <ul style="list-style-type: none"> <li>• The development has a mainly flat roof. It is not overshadowed. It would therefore be suitable for a significant photovoltaic installation.</li> <li>• The new Blackfriars station incorporates a massive PV array in its roof design.</li> <li>• There are proposals to install PV in some London Overground stations. It is therefore clearly feasible to incorporate PV into station structures.</li> <li>• The developers should be required to come up with a scheme to include a significant PV array.</li> </ul>	<p>and are also addressed in paragraphs 8.9.2-4 of the report.</p>
<p>45 Yarmouth Crescent, 32 Armadale Close, 18 Woodbury Rd Walthamstow 14 Napier Road 51 The Hale 80 Armadale Close</p>		<ul style="list-style-type: none"> <li>• Although the subway is unpleasant and dimly lit, it is the only way to and from the station without diverting and taking extra time to walk to a crossing.</li> <li>• Suggest the removal of street furniture along Ferry Lane</li> <li>• Removing street furniture does not impact on accident rates and improves the look and feel of an area.</li> <li>• Concern that the route Taxis use will increase the cost of fares</li> <li>• The provision of separate, mutually-facing ticket-barrier "Lines" with circulation space between them is a recipe for confusion, congestion &amp; hazard.</li> <li>• The arrangement should be for all rail platforms to be inside a single barriered area.</li> </ul>	<p>Noted.</p> <p>This is not part of the current proposal</p> <p>Noted.</p> <p>Noted, the taxi drop of point will not be altered by the proposal. Noted, the circulation space is considered to be a significant improvement of the ticket hall area</p> <p>This is part of the current proposal</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> <li>• Hope that the tall illuminated box design turns out as per the computer generated images</li> <li>• Hope that the existing elevations of the station retained, are also refurbished to give the scheme unity.</li> <li>• Hope that the formation of retail and a square to the front of the station is well detailed with seating, planting and secure.</li> <li>• The bridge connecting Hale Village should be fully enclosed and a little more ambitious in design.</li> <li>• Hope the proposal is built as soon as possible and to a high quality so it becomes a local icon/landmark to Tottenham Hale.</li> <li>• The proposal will probably bring more people to our area and it's going to make it even more difficult to find an empty parking spot around our area due to amount of contractors working.</li> <li>• The elimination of the access tunnel under Ferry Lane will need further thought. Either the service tunnel road under Ferry Lane and into Hale Village should be improved to allow access to (new build) stairs on the Hale Village side or a new level crossing should be developed.</li> <li>• An upgraded, well lit use of the existing access tunnel would provide a reasonable substitute for the lost tunnel alternative</li> <li>• Many of the people living on this estate could work non-traditional times and therefore the use of the subway is actually higher than presumed.</li> <li>• Many people currently take their lives into their own hands running across the road people do not</li> </ul>	<p>Noted.</p> <p>The proposal will refurbish part of the existing facade but not all of the existing station.</p> <p>Noted.</p> <p>The bridge will be fully enclosed.</p> <p>Noted</p> <p>Note. A condition has been attached requiring details of construction management plans.</p> <p>Noted. The alternative crossing points along ferry lane are on balance considered to be acceptable as set out in paragraphs 8.4.3-5 of the report.</p> <p>Noted, retaining the subway is not feasible as set out in paragraphs 8.4.3-5 of the report</p> <p>Noted.</p> <p>Noted. Alternative crossing points are</p>

No.	Stakeholder	Question/Comment	Response
		<p>want to walk all the way down over the tracks in order to cross the road, particularly when there will be a closer link from Hale Village. Similarly the crossing at Millmead/Jarrow Road seems too far in the opposite direction.</p> <ul style="list-style-type: none"> <li>• A crossing where the bus stop is a natural convergence point for people to cross from the entire Ferry Lane estate. Moving the bus stop further down would be a minor inconvenience</li> <li>• The Ferry Lane Estate is becoming increasingly isolated from Hale Village and the station.</li> <li>• The current traffic lights at the junction with Jarrow Road are inadequate for the bulk of residents who do not live on that side of the estate (the Reedham Close end).</li> </ul>	<p>considered in paragraphs 8.4.3-5 of the report.</p> <p>TfL's feasibility studies found that the bus stop cannot be moved it would have to be removed.</p> <p>Noted.</p> <p>Noted, the alternative crossing points are considered in paragraphs 8.4.3-5 of the report</p>
	<p><b>Support</b></p> <p>18 Coppermill Heights</p>	<ul style="list-style-type: none"> <li>• The expansion of the station will greatly improve both the commuting experience and the general feeling of Tottenham Hale</li> <li>• The link from the Hale Village develop will greatly improve getting into the station as the Ferry Lane Bridge walkways are too narrow for the volume of foot traffic.</li> </ul>	<p>Noted</p> <p>Noted</p>

**PLANNING SERVICE  
DEVELOPMENT MANAGEMENT TEAM**

**MINUTES**

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Meeting : Development Management Forum - HGY/2013/1748

Date : 22nd January and 11th February

Place : The Engine Room Hale Village

Present : Emma Williamson(Chair) Robbie McNaughter, approx attendees  
16

Minutes by : Robbie McNaughter

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<p><b>1.</b></p>	<p>Emma Williamson welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. She explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, she explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p>
<p><b>2.</b></p>	<p>Presentation by Michael Parris (22<sup>nd</sup> January) and Adam Brown (11<sup>th</sup> February) representing Landolt Brown Architects.</p>
<p><b>3.</b></p>	<p>22<sup>nd</sup> January</p> <p>Q1. Does the proposal incorporate renewable energy technology?</p> <p>A: The proposal includes low energy lighting and natural ventilation. There are currently no proposals for photovoltaic and green or brown roofs cannot be included due to maintenance issues. The passive air vent will need to be moved</p> <p>Q2. When will the works take place?</p> <p>A: Work will begin in 2015</p>
<p><b>4.</b></p>	<p>Comments</p> <p>No criticism of the proposal it will be an enhancement of the interchange.</p> <p>Some demolition will be required but this is required for the enhancement.</p> <p>It will have an effect on the whole Lea Valley.</p> <p>Would like to see the development as soon as possible.</p> <p>The glass facade will allow the station to be seen from all around the</p>

	<p>area. The station is not cramped, looks good, and I believe people around will be pleased.</p> <p><b>5.</b> End of meeting</p> <p><b>6.</b> 11<sup>th</sup> February</p> <p><b>7.</b> Q1. Will the new station be manned? A: Yes it serves London Underground and Greater Anglia who will retain a ticket office. The Gate line will be manned throughout the opening hours.</p> <p>Q2. When will the bus station be complete? A: Autumn 2014</p> <p>Q3. (Cllr Reith on behalf of local residents) Will there be an ATM?</p> <p>Q4. What will the retail units be?</p> <p>Q5. If the subway goes will the street furniture be retained? ... There is concern of the heritage going, other old street furniture from trolley buses has been retained on Ferry Lane.</p> <p>A: Yes there will be an ATM, the occupiers are not confirmed but likely to be a news agent and coffee bar. The canopy will stay and the tunnel will be used for emergency escape.</p> <p>Q6. (Cllr Reith) Can the subway be removed as late as possible?</p>
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A: The sequencing is not finalised due to the need to take into account the railway constraints. TfL will take this back as something to try to incorporate

Q7. (Cllr Reith) Can you provide a wheelchair accessible walk through of the station? There is concern that these vulnerable groups are disadvantaged. The Station has been designed for non-Haringey residents, those going through the station not residents. There will be a new renal unit nearby so there will be more disabled passengers travelling from Hale Village. There needs to be a balance between local and wider needs.

A: The architect explained the accessibility arrangements throughout the station. He confirmed that there is one place a lift for the Hale Village access could go but this is constrained by the steelwork for the high power cables for trains. The proposal would not prejudice the future provision and Network Rail are looking at additional platforms for 3 and 4 tracking, the position would be clearer in the Autumn.

Q8. Could a condition be attached to ensure that the lift is provided?

A. EW The Council are looking at a mechanism, potentially through a condition but if this is not possible they would like Network Rail to commit to the provision as part of 3 and 4 tracking.

(Cllr Rice) Q9 Can TfL provide assurance that there will be no tower block above the station?

Q10 Will TfL purchase the land from Haringey to prevent areas not being maintained?

Q11. Can the mini-cab office be retained?

A: TfL own all of the land except a small part which belongs to Network

Rail. There will be no issues as the future arrangement will be similar to those at present.

The proposal is designed to accommodate over station development in the future. The intension is for this to be up to 9 storeys but not 20 or 30.

TfL will take back the suggestion of retaining the mini-cab office which is a tenant of their's at present. There will be a taxi loop to the north of the station.

(Chris Shellard Lee Valley Estates- Hale Village)

600 children who will use the Royal Free Hospital, and local businesses who have already written objections want the footbridge to be DDA compliant. TfL didn't consider the bridge link and how to make it work. Suggested a condition that the bridge be made DDA compliant when the commercial development is built in the future. There is no cycle or pedestrian provision. They are proposing a crossing which takes out 2 bus stops. Some of the Lee Valley estate's land is part of the proposal. More thought needed on access and long term provision for local access. No crossing on Ferry Lane is a disadvantage, it will be difficult to provide a foot bridge.

Cllr Reith- Local people support the TfL through fares but there is not enough in the development for local people other than an improved internal appearance. Raised concerns that people will try and cross where they did before. People do this already and it is extremely dangerous.

Adam Brown (architect) – Potential crossings are limited by the existing high kerbs along the railway bridge, then the existing bus stops and to the east there is another crossing at the junction. The bus stops are considered more valuable than the subway with 2,000 people using the

bus stops and 170 using the subway. For some there will be a shorted route through Hale Village and the footbridge.

Q12. Will the subway be removed?

Q.13 Is there cycle parking provided?

A:Yes it will. There will be cycle parking to the north for approximately 220 cycles in a highly visible area as part of the gyratory works.

Q 12. Will there be options for paying to lock cycles in secure lockers?

A: Greater Anglia will manage the cycling areas. It has been found at Finsbury Park and London Bridge that lockable cycles are underused and need to be staffed. Greater Anglia are looking at folding cycle storage which is already in place at Ealing Broadway.

Q13. Is there level access from the footbridge to Hale Village?

A: Yes they are at the same level with a slight gradient.

Q14. With the 3 and 4 tracking what will be lost?

Q15. Concerned about light pollution from the station?

A: All the land for 3 and 4 tracking is owned by Network Rail with a small exception. Historically there were 2 more tracks.

A: This area of Tottenham is already very lit with busy roads, and the bus station, wayfinding to the station is important so the station has been designed accordingly.

Q16. Will there be provision for ‘Boris Bikes’?

A: Note sure at this time but TfL will take this away.

Q17. What is the throughput capacity of the station?

A: 6 to 7,000 in the peak from rail to underground. Designed to accommodate the growth anticipated by 2031. Can accommodate the Spurs matchday crowd and commuters.

Q18. Will Tottenham Hotspur FC make a contribution eg. Another escalator?

A: No, it is actually dangerous to have people waiting in the tunnel it is better to hold people in the ticket hall.

Q19. When the Tube moves to opening 24 hours a day will the footbridge also be open?

A; Yes the link will be open when the station is open but closed when the station is closed. The footbridge links with the ticket hall which is a managed environment.

Q.20. Will the buses need to change their routes?

No changes to routes they will go onto the bus station and straight onto Ferry Lane

End of meeting

Appendix 3



Haringey Design Panel no. 46  
Thursday 28<sup>th</sup> November 2013

**ATTENDANCE  
Panel**

Deborah Denner  
Claudio Novello  
Phyllida Mills  
Peter Sanders

**Observers** (all Haringey Council unless otherwise stated)

Emma Williamson (acting Chair) Head of Development Management  
Richard Truscott (Facilitator) ..... Design Officer  
Robbie McNaugher ..... Planning Officer - Development Management  
Denny Adam ..... Tottenham Hale Area Regeneration Manager

**New entrance to Tottenham Hale Station, Tottenham N17**

Adam Brown ..... Landolt and Brown Architects  
Wendy McCarthy ..... Landolt and Brown  
Chris Lubbock ..... Transport for London

**New entrance to Tottenham Hale Station, Tottenham N17**

**Project Description**

This recent pre-application enquiry has a more accelerated timetable but is a significant proposal to an important public facility; it clearly compliments the hotel proposal, as well as being part of the ongoing transport improvements, following on front the gyratory removal (almost complete) and proposed bus station / station square (HDP28, 13/06/11). It will improve access to the station and its architectural presence from the square and bus station, as well as making interchange easier, opening an access to the east and allowing for the planned 4 tracking of the surface railway. It will also permit a future over-station development which the council hope to hear about soon.

Tottenham Hale is seen by both the council, and the Greater London Authority and Mayor as a crucial “knuckle” in the improvement of the Lee Valley as a whole, and improving accessibility, attractiveness and activity of the transport interchange is a central part of this. The station currently comprises the 1960s tube entrance, 1990 Alsop & Lyall station for the West Anglia rail service and the

bus station currently in the process of being rebuilt, as part of the gyratory removal project, to designs also by Landolt & Brown, architects of this scheme; they are therefore designing this project with the context of earlier station buildings, the new bus station; an enlarged and better quality station square, four tracking; a new platform access bridge and future over station development.

### **Panel Questions**

**How much daylight would there be in the station concourse; what do the Linit glass plank walls provide in terms of transparency? Also, is it proposed to artificially light the Linit wall?**

The architects describe their design intent as to see the Linit glass plank box a pristine object floating over the inevitably busy and somewhat chaotic functional station needs such as ticket offices, control rooms, barriers, passageways, stairs and escalators to the various platforms. They cited precedents in the Charles Holden designed series of 1930s underground stations such as Acton Town. The planks can be positioned to achieve different levels of transparency, which they will use to mark where entrances are. Artificial lighting will be integrated into the gap between the planks as subtle, even up and downlighters.

**The applicants were asked to explain the make-up of the proposed ceilings, including the indicated fluorescent strip lights?**

They propose a baffle system of tubes, within which the fluorescent lighting will be integrated; it allows sufficient space between to accommodate pipes, cables, sprinklers, smoke detectors etc behind the baffle tubes. Lighting needs to meet strict minimum lux levels but these with the subtle uplighting in the Linit walls will provide interesting and varied light levels.

**Also they were asked for details of the materials and colours of the pavement, floor and low wall elements (below the Linit box)?**

A&B are responsible for the bus station and station square designs, including the external paving up to the edge of this building. Good quality blue limestone paving (like outside City Hall) is combined with expanses of tarmac in a deliberate pattern. It will not appear white. The applicants design intent is that the main image of the building should be of an immaculate box floating over dark, “chewy” base. To this end dark internal paving materials were being investigated, and the panelling to the ground level walls, which will be in a glass panel system that integrates signage, security, windows and doors for service and operational access, will be obscured where required; they are looking at a copper weave that references Holden.

**Can the applicants say any more about their intentions / preferences for the over site development, and what the roof of this will look like?**

The architects hope they will be appointed to design the over site development but TfL’s property development arm will need to decide this. L&B would envisage taking the translucent effects from the station into the over site development.

They have carefully designed the interface between the station “box” and the envisaged over site to be robust and flexible, with a margin to act as an overscaled shadow gap.

Where the roof will not have over site development, it will be a standard flat roof; TfL will not permit an amenity or green roof as they would not be prepared to allow unauthorised access to it. However the high parapets designed into the proposal (mostly hidden behind Linit planks) mean safety railings are not needed.

**Observations**

1. The Panel were very impressed by the proposals. In particular they praised the design's simplicity, elegance, integration of artificial lighting and smoke control.
2. The panel recognised the materials for the base and floors were not yet resolved but approved of the thinking and potential proposals, particularly for the tinting methods for the glass cladding to walls and plans for dark coloured flooring.
3. Panel members speculated whether the cladding could be continued around to encase the existing tube station buildings; this would be encouraged, but it was recognised this could be difficult.
4. It was also stressed that the proposed materials be fixed at the planning application, to protect against value engineering if let as a design and build contract.
5. The panel commended the tentative proposals for over station development, and its integration with these proposals for the station itself. However they recommended that it would be preferable for the current architects, Landolt & Brown, to be retained for this development. If that cannot be done, they suggested the next best solution would be for L&B to prepare a Design Code for the over site development.
6. The Panel concluded by saying these proposals were strongly welcomed and commended.

The advice given by the Design Panel does not constitute a formal response or decision by the Council with regard to future planning applications. Any views or opinions expressed are without prejudice to the Council's formal consideration of the application. Please note that the quality of the advice received will be dependent on the documentation presented to and in advance of the meeting.

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Planning Sub Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>Reference No:</b> HGY/2014/0054	<b>Ward:</b> Bounds Green
<b>Address:</b> Tealedown Works Cline Road N11 2LX	
<b>Proposal:</b> Partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of first floor mezzanine and facade alterations. Landscaping works to front of Unit 1 to include formation of new retaining wall and hardstanding area for deliveries and delivery parking area.	
<b>Existing Use:</b> Unit 1 –Use Class B1/B8, Unit 2 B2 Unit 3 B2	
<b>Proposed Use:</b> Unit 1 –Use Class B1/B8, Unit 2 B2 Unit 3 B2	
<b>Applicant:</b> Mr Savvas Yianni	
<b>Ownership:</b> Private	

**DOCUMENTS**

<b>Title</b>
Design & Access Statement
Design and construction statement (amended 23/01/14)
BREEAM Pre-assessment
Green Travel Plan
Transport Assessment
Waste management plan: Demolition, construction and use of premises.
Transportation Scoping Report
Trip rates and swept path analysis
Articulated Lorry Swept Path Analysis 081_17/15/001
Private Car Swept Path Analysis 081_17/15/002

**PLANS**

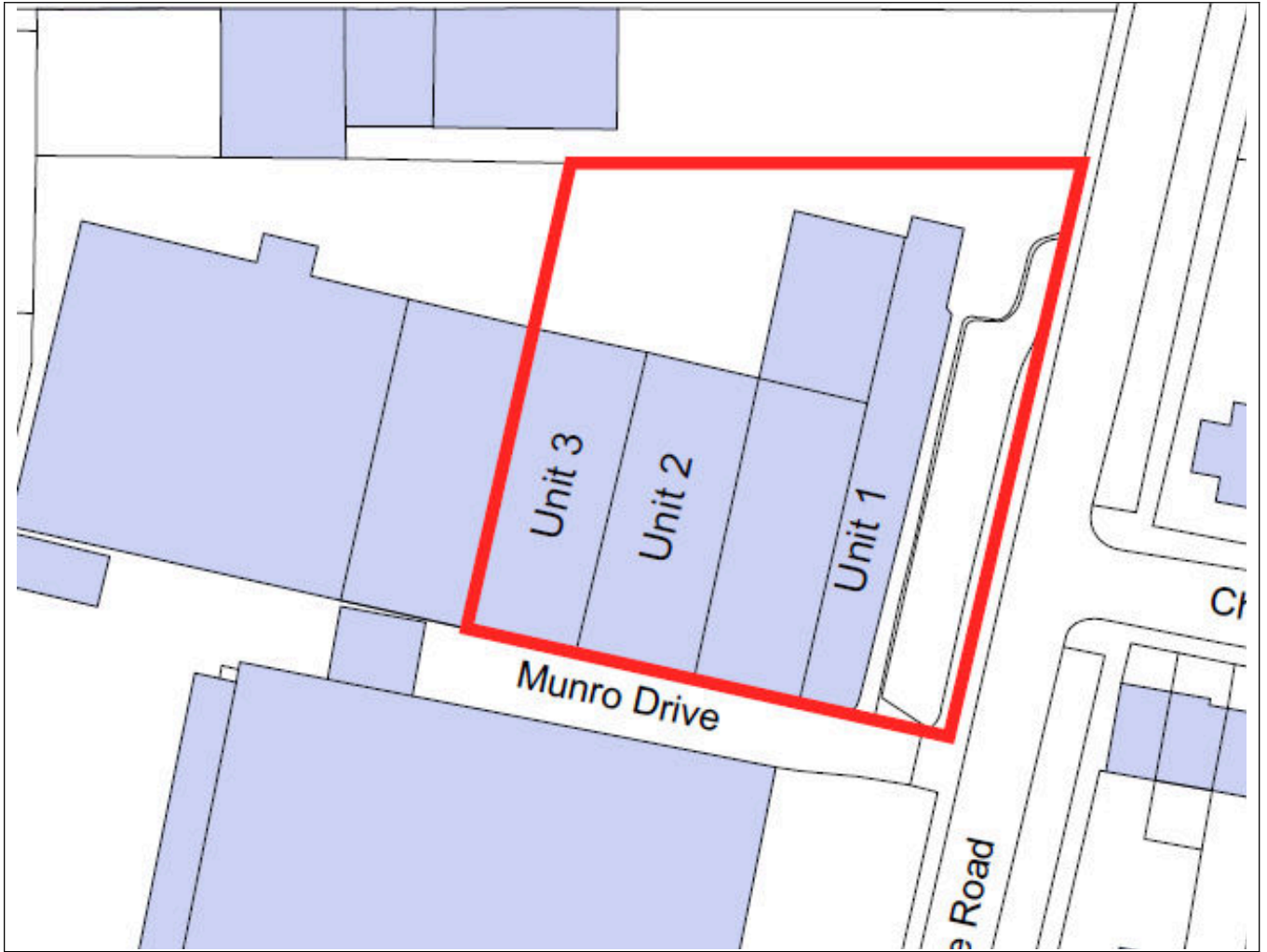
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
1309/LP		Location Plan
1309/BP		Block Plan
13/09/01	A	EXISTING SECTIONS AND ELEVATIONS
13/09/02	A	EXISTING GROUND FLOOR PLAN
13/09/03	A	EXISTING FIRST AND SECOND FLOOR PLAN, AND ROOF PLAN.
13/09/05	A	PROPOSED GROUND FLOOR PLAN
13/09/04	A	PROPOSED ELEVATIONS AND SECTION
13/09/06	A	PROPOSED FIRST FLOOR PLAN
13/09/07	A	PROPOSED ROOF PLAN

<b>Case Officer Contact:</b> Robbie McNaugher
<b>PLANNING DESIGNATIONS:</b>  Local Employment Area Defined Employment Area
<b>RECOMMENDATION</b>  <b>GRANT PERMISSION subject to conditions</b>

**SUMMARY OF REPORT:**  
 The proposed redevelopment of Units 1-3 of Tealedown Works is considered acceptable as it would comply with local plan policies on a site which is designated as a Local Employment Area and will support and enhance employment opportunities. The design and form of the proposal is considered compatible within its industrial setting and has been inclusively designed. The proposal would not result in significant highways impacts or harm neighbouring amenity. The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and subject to conditions the proposal is considered acceptable in all other respects.

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9.0	SUMMARY AND CONCLUSION
10.0	RECOMMENDATION
11.0	APPENDICES: Appendix 1: Consultation Responses

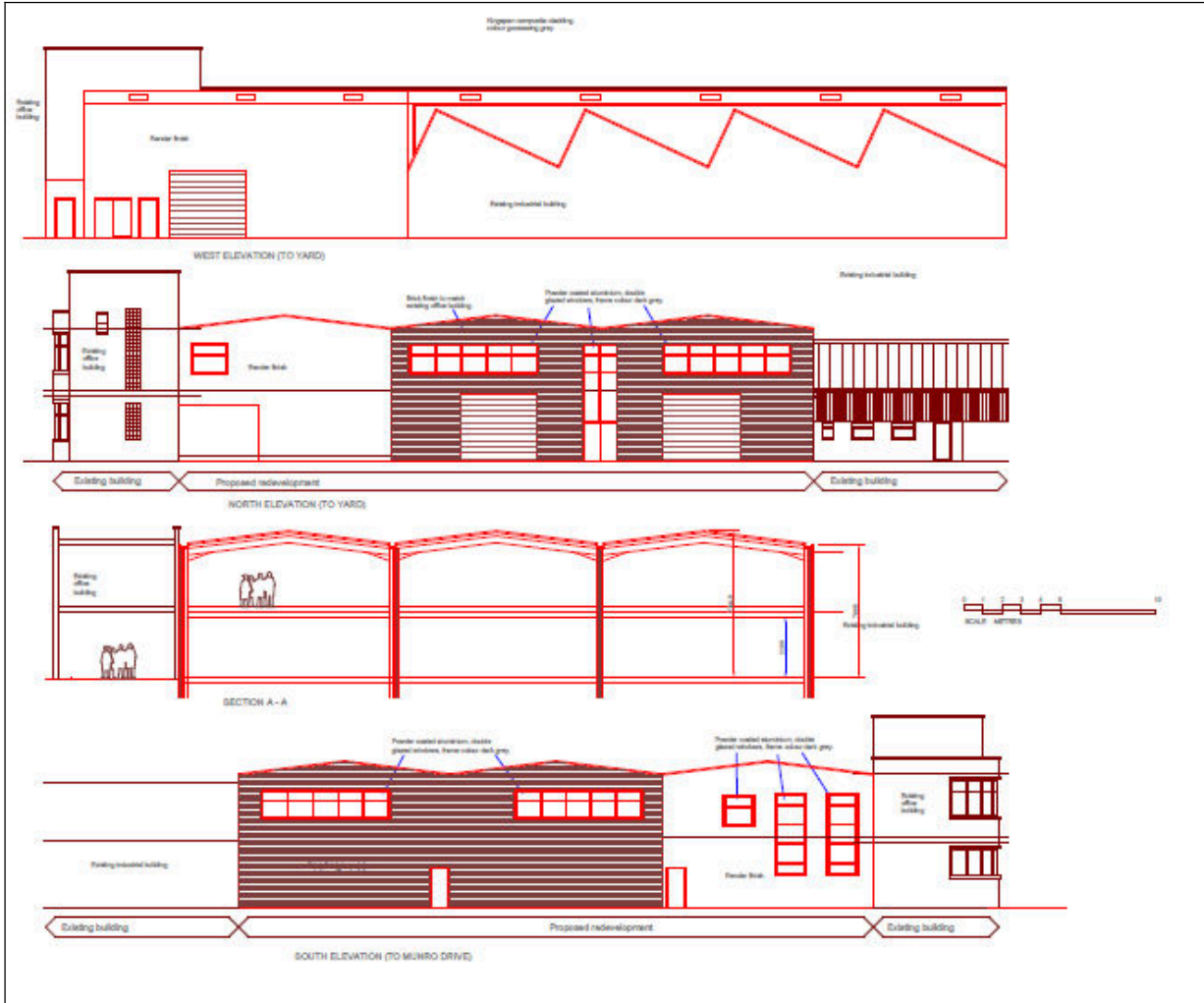
1.0 PROPOSED SITE PLAN



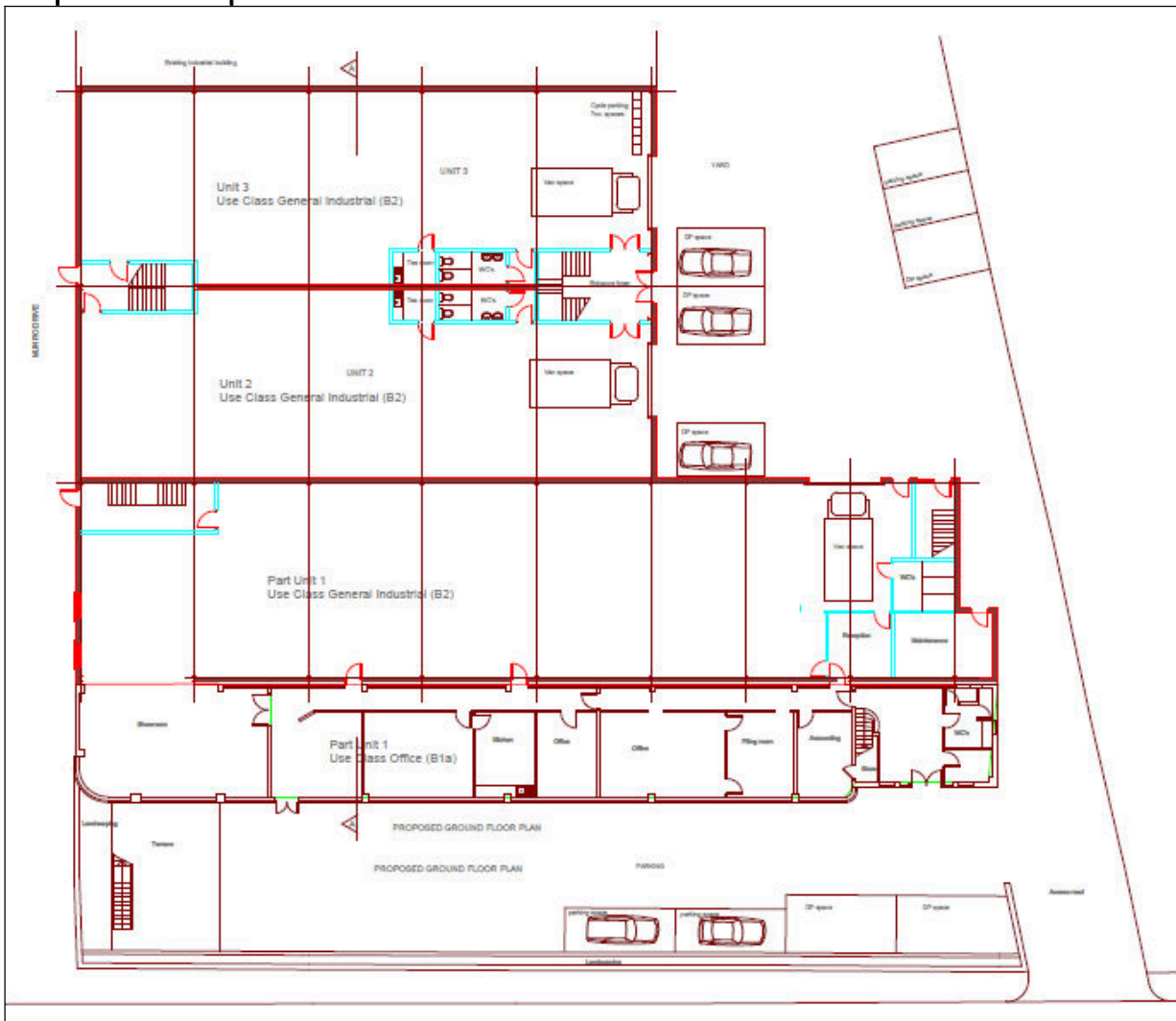
2.0 IMAGES & PLANS



Proposed elevations



Proposed floor plans



### **3.0 SITE AND SURROUNDINGS**

- 3.1 The application site consists of 3 industrial units within an existing industrial area of Bounds Green. The existing buildings are a typical industrial design with asymmetric pitched roofs with an art deco style 2 storey office block frontage which faces onto Cline Road. Unit 1 was previously used for B8 (storage and distribution) with associated B1 office and is now vacant. Unit 2 and 3 are both used for B2 (General industrial) manufacturing garments. To the rear of the site are Units 4 and 5 which are further industrial buildings of a similar design.
- 3.2 The site is accessed via a shared access lane from Cline Road along the northern boundary of the site which also serves The Ring Way industrial area to the rear of the site. The site is surrounded on 3 sides by other industrial buildings with Residential properties across Cline Road to the east. Munroe Drive runs to the south of the site.
- 3.3 The site lies within a Local Employment Area and Designated Employment Area as set out in the Local Plan 2013 and UDP Saved Policies 2006 respectively.

### **4.0 PROPOSAL DESCRIPTION**

- 4.1 The application is for the partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of first floor mezzanine and facade alterations with associated landscaping works to the front of Unit 1 to include formation of new retaining wall and hardstanding area for deliveries and delivery parking area.
- 4.2 The art deco style 2 storey office building will be retained at the front of the site with the industrial buildings demolished and replaced by 2 storey buildings with low pitched roofs. This will result in an increase in the height from approximately 6.4 metres to 7 metres but would remain lower than the existing frontage which has a height of 10 metres. The footprint of the building would be largely unchanged. The replacement buildings will be finished in render and brick, with dark grey powder coated aluminium double glazed windows and large access doors onto the existing yard. The roof would be grey composite cladding with rooflights.
- 4.3 The proposed landscaping would facilitate parking to the front of the site alongside Cline Road. 4 staff and 2 visitor spaces are proposed to the front of the site with 6 spaces in the yard area to the north of the building .

### **5.0 PLANNING HISTORY**

There is no recent of relevant planning application or enforcement history for this site.

### **6.0 RELEVANT PLANNING POLICY**

#### **6.1 National Planning Policy Framework, March 2012**

- Chapter 1 Building a strong, competitive economy;
- Chapter 4 Promoting sustainable transport;
- Chapter 7 Requiring good design;

Chapter 8 Promoting healthy communities; and

6.2 London Plan, July 2011

- Policy 4.1 Developing London's economy;
- Policy 4.4 Managing industrial land and premises;
- Policy 5.1 Climate change mitigation;
- Policy 5.2 Minimising carbon dioxide emissions;
- Policy 5.3 Sustainable design and construction;
- Policy 5.7 Renewable energy;
- Policy 5.8 Innovative energy technologies;
- Policy 5.9 Overheating and cooling;
- Policy 5.10 Urban greening;
- Policy 5.13 Sustainable drainage;
- Policy 5.14 Water quality and wastewater infrastructure;
- Policy 5.15 Water use and supplies;
- Policy 5.16 Waste self-sufficiency;
- Policy 5.17 Waste capacity;
- Policy 6.3 Assessing effects of development on transport capacity;
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure;
- Policy 6.9 Cycling;
- Policy 6.10 Walking;
- Policy 6.11 Smoothing traffic flow and tackling congestion;
- Policy 6.12 Road network capacity;
- Policy 6.13 Parking;
- Policy 6.14 Freight;
- Policy 7.1 Building London's neighbourhoods and communities;
- Policy 7.2 An inclusive environment;
- Policy 7.3 Designing out crime;
- Policy 7.4 Local character;
- Policy 7.5 Public realm;
- Policy 7.6 Architecture;
- Policy 7.14 Improving air quality; and
- Policy 7.15 Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

- Policy SP0 Presumption in favour of sustainable development;
- Policy SP1 Managing growth;
- Policy SP4 Working towards a low carbon Haringey;
- Policy SP5 Water Management and Flooding;
- Policy SP6 Waste and recycling;
- Policy SP7 Transport;
- Policy SP8 Employment;
- Policy SP11 Design; and
- Policy SP14 Health and well-being

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

- Policy UD1 Planning statements;
- Policy UD3 General principles;



- Policy UD7 Waste storage;
- Policy ENV6 Noise pollution;
- Policy EN7 Air, water and light pollution;
- Policy ENV11 Contaminated land;
- Polic EMP5 Promoting Employment Uses
- Policy M8 Access roads; and
- Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance (adopted 2006);
- SPG4 Access for all – mobility standards (draft 2006);
- SPG5 Safety by design (draft 2006);
- SPG7a Pedestrian & vehicular movement (draft 2006);
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations (adopted 2003)
- SPD Sustainable Design & Construction

6.6 Other

- London Borough of Haringey – Community Infrastructure Study;
- SPG The Mayor’s Land for Industry and Transport;

**7.0 CONSULTATION**

- 7.1 Following the submission of the application 41 local properties were consulted, no responses were received in support or objection.
- 7.2 A summary of statutory consultees’, and stakeholders’ comments can be found in Appendix 1. Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.
- 7.3 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any additional comments will be reported verbally to the planning sub-committee.
- 7.4 The table below list all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> <li>• Ward Councillors</li> <li>• Building Control</li> <li>• Cleansing</li> <li>• Transportation</li> <li>• Environmental Health – Noise &amp; Pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Thames Water</li> <li>• London Fire Brigade</li> </ul> <p>41 local properties were consulted.</p>

## 8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 The main issues in respect of this application are considered to be:

- principle of development;
- design and impact on the streetscene;
- impact on residential amenity;
- transport and parking;
- accessibility;
- sustainability

### 8.2 Principle of development

8.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

#### *Redevelopment of site*

8.2.2 London Plan Policy 4.4 expects the borough to, '*adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space*'. Local Plan Policy SP8 states that, "*The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas*". B uses are protected to meet the forecast demand of 137,000 sq.m. floorspace up to 2026.

8.2.3 The application site forms part of the Bounds Green Industrial Estate which is a designated Local Employment Area which is safeguarded under Policies SP8 and EMP 5. The existing flexible B1, B2 and B8 floorspace of 1830 sq.m. will be increased by 1188 sq.m. to provide a total of 3010 sq.m. of floorspace. This will increase job opportunities for the local community in Haringey with approximately 20 jobs provided on the site which the applicant has advised is a net increase of 10 jobs. The principle of redevelopment is acceptable which would align with the strategic aims and objectives of London Plan Policies 2.17 and 4.4 and Local Plan Policy SP8 by strengthening existing industrial employment land and creating local job opportunities.

### 8.3 Design

8.3.1 Policy SP11 requires development to be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity. Saved Policy UD3 seeks to ensure that development proposals complement the character of the local area.

8.3.2 The art deco style 2 storey office building at the front of the site will be retained and will screen the proposed buildings from the main public viewpoints. To the rear the proposed building height will increase from approximately 6.4 metres to 7 metres

but remains lower than the existing frontage which has a height of 10 metres. The footprint of the building would be largely unchanged.

8.3.3 The buildings will be constructed out of a simple material palette comprising; render, brick, dark grey powder coated aluminium windows and grey composite cladding. The design is simple and uncluttered, and would be in keeping with its industrial context without appearing incongruous or visually intrusive.

8.3.4 The proposal seeks to remove the existing grassed area to the front of the site and replace it with a parking area. Given the sloping nature of the existing grassed area it does not make a significant contribution to the visual amenity of the area and a condition has been attached requiring further details of the landscaping around the proposed parking to ensure the visual amenity of the area is maintained.

#### 8.4 Impact on residential amenity

8.4.1 In terms of noise and disturbance, saved UDP Policies UD3 and ENV6 require development proposals to demonstrate that there is no significant adverse impact on residential amenity including noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance. In addition saved UDP Policy ENV7 necessitates developments to include mitigating measures against the emissions of pollutants and separate polluting activities from sensitive areas including homes. These policies align with London Plan Policies 7.14 and 7.15 and the NPPF which protects residential properties from the transmission of airborne pollutants arising from new developments.

8.4.2 The site forms part of the Bounds Green Industrial Estate. The neighbouring properties comprise large industrial units and parking associated within the general industrial use. The nearest residential properties are those sited off Cline Road and Churston Gardens some 20 metres from the proposed development. Given the distance from these neighbouring properties, the redevelopment of the site would not affect the living conditions in terms of daylight/sunlight and outlook impact and noise. Hence, the proposed development would be compliant with the NPPF, saved UDP Policies UD3, ENV6 and ENV7 and London Plan Policies 7.6, 7.14 and 7.15.

8.4.3 It is considered necessary to impose a condition restricting the change of use of the proposed B1 and B8 units to ensure that any potential impacts on the neighbouring properties can be assessed prior to these units changing to a B2 use.

#### 8.5 Transport and parking

8.5.1 London Plan Policy 6.14 directs, '*developments that generate high numbers of freight movements close to major transport routes*', where paragraph 5.1.22 of Local Plan Policy SP7 states, '*The Mayor's Land for Industry and Transport SPG urges boroughs to make employment land available for transport functions, such as rail freight facilities, bus garages and waste management facilities*'.

8.5.2 Saved UDP Policy EMP5 states, '*Proposals for employment generating uses within and outside the Defined Employment Areas will be supported provided that: a) any trips generated by the proposal are catered for by the most sustainable and appropriate means*'.

- 8.5.3 The applicant has prepared a transport statement to support the development proposal; the transport statement estimates that this development proposal would generate a maximum of some 8 in/out trips during the critical pm peak hour and 7 additional trips during the am peak. It is considered that the additional trips generated by this development would not result in any adverse impact on the transportation and highways network.
- 8.5.4 The applicant has provided a vehicle swept path analysis to demonstrate that the site can be serviced by articulated lorry by entering via Cline Road and exiting via Ring Way industrial Estate, the vehicle swept path analysis has also demonstrated that cars can manoeuvre in and out of the proposed parking spaces and enter and leave the site in forward gear.
- 8.5.5 The vehicular access to the site will require reconstruction in order to facilitate HGV movements; the applicant will therefore be required to enter into a S.278 agreement in order to facilitate the reconstruction of the vehicular access on Cline Road.
- 8.5.6 Local Plan Policy SP7 alongside London Plan Policy 6.9 promotes healthy places by encouraging sustainable modes of travel over the private motor vehicles. Local Plan Policy SP7 seeks, '*to mitigate the impact of road based freight and promote alternatives*'. The applicant has provided a site wide travel plan to promote travel by sustainable modes of transport. The plans show the provision of 7 secure sheltered cycle parking spaces which is in excess of the 2011 London Plan requirement of 3 spaces. A condition will be imposed to ensure that the spaces are provided before the development is occupied and retained in perpetuity thereafter.

## 8.6 Accessibility

- 8.6.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.
- 8.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. 6 disabled parking spaces have been provided as close as possible to the main entrances. The applicant has confirmed that the development shall be built in accordance with Part M of the Building Regulations to ensure the premises are suitable for disabled users. It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

## 8.7 Sustainability

- 8.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals. London Plan Policy 5.2

requires all new non-domestic buildings to provide a 40% reduction in carbon emissions.

- 8.7.2 The makeup of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.
- 8.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (70.16%) will provisionally achieve a BREEAM rating of 'Excellent (min. 70%)'. The proposal will incorporate features such as low volume WC's, reduced flow taps and showers, recycled materials, SUDs and a travel plan.
- 8.7.4 Given that the proposal is largely a refurbishment of an existing building it is unlikely to meet the London Plan 40% CO2 reduction target but conditions will be attached to ensure that a further energy statement is provided demonstrating that the proposal has maximised the level of CO2 reduction in line with the Policy 5.2 of the London Plan and a final BREEAM certificate is issued confirming the building would achieve at least Very Good in line with Policy SP4.

## 11.0 CIL Applicable

- 11.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.
- 11.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £41,580 (£35 x 1,188sqm).

## 12.0 CONCLUSION

The proposed redevelopment of Units 1-3 of Tealedown Works is considered acceptable as it would comply with local plan policies on a site which is designated as a Local Employment Area and will support and enhance employment opportunities. The design and form of the proposal is considered compatible within its industrial setting and has been inclusively designed. The proposal would not result in significant highways impacts or harm the neighbouring amenity. The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and subject to conditions the proposal is considered acceptable in all other respects.

## 13.0 RECOMMENDATIONS

GRANT PERMISSION subject to the following condition(s)

1. 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.

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

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The development hereby authorised shall not be occupied until the applicant has entered into a S.278 agreement for the reconstruction of the vehicular crossover to access the site before development commences on site.

Reason: In order to facilitate access and egress to and from the site and protect pedestrian amenity.

5. The development hereby authorised shall not be occupied until the applicant has provided the secure sheltered cycle parking spaces shown on plan number 13/09/05(A)

Reason: In order to promote travel by sustainable modes of transport to and from the site, and to comply with the 2011 London Plan

6. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the authority's approval prior to construction work commences on site. The Plans should provide details on how construction works (including demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the Ring Way would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation and highways network.

7. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be 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 consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating excellent has been achieved for this development,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

9. Prior to the commencement of construction works the applicant shall provide a further energy statement in order to demonstrate compliance as far as possible with London Plan Policy 5.2 The development hereby permitted shall be built in accordance with the approved energy statement and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.4 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. The car parking spaces shown on the approved drawings shall be marked out on the site. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

11. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

12. Prior to the commencement of works on the development hereby permitted, an Construction Management Plan shall be submitted to and approved by the local planning authority, in respect of such matters as are likely to cause nuisance during construction. Details shall include noise, dust, smoke, road cleaning and any other matters relevant to this particular site. The approved Construction Management Plan shall be adhered to for the duration of the construction works.

Reasons: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

13. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

14. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

15. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, Unit1 shall be used as a B1 and B8 use only and shall not be used for any other purpose including any purpose within Class B2 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

INFORMATIVE : Community Infrastructure LevyThe application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £41,580 (£35 x 1,188sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Waste ManagementIn respect of Condition 11 the Council's Waste Management Team have advised that the proposal will require storage for both refuse and recycling waste either internally or externally, arrangements for scheduled collections with a Commercial Waste Contractor will be required.

INFORMATIVE: Hours of Construction Work The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

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

INFORMATIVE:

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in



order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Appendix 1

<p>LBH Transportation</p>	<p>The proposed site is located off Cline Road, which is accessed via Bounds Green, with a secondary access via Ring Way industrial Estate, during our site visit, it was observed that the area surrounding the site was heavily parked, however there were no vehicles observed to be illegally parked.</p> <p>The applicant is proposing to replace the existing roof structure of Units 1, 2 and 3 to provide a first floor mezzanine level to crate and additional 1,315 Sqm for B2 use. The applicant is also proposing to formalise the existing site layout to provide 10 off street parking bays including 6 accessible car parking spaces. The applicant's transport consultant Tony Doyle Consulting has prepared a Transport Statement to support the development proposal, the Transport Statement estimated that this development proposal using site from the TRAVL trip prediction software database ( Cody Road Industrial Estate, E3;Expeditors, Mereway Industrial Estate; Milk and More, SW19; Selco, EN1 and Willow Lane Industrial estate CR4 ); ( Hwayker Siddeley, E17, Lewdes Metal Products, E10, Oriel Court TW2) for light industrial and (Big Yellow storage, KT3, SW18, TW1 and Safe Store SW19) for storage; that this development proposal of some 1,315 additional floor area would generate a maximum of some 8 in/out trips during the critical Pm peak hour and 7 additional trips during the Am peak. We have considered that the additional trips generated by this development would not result in any adverse impact on the transportation and highways network.</p>	<p>Noted, conditions and informative attached as recommended.</p>
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		<p>The applicant has provided vehicle swept path analysis to demonstrate that the site can be serviced by articulated Lorry by entering via Cline Rod and exiting via Ring Way industrial estate, the vehicle swept path analysis has also demonstrated that cars can Manoeuvre in and out of the proposed parking spaces and enter and leave the site in forward gear.</p> <p>The vehicular access to the site will require reconstruction in order to facilitate HGV movements; the applicant will therefore be required to enter into a S.278 agreement in order to facilitate the reconstruction of the vehicular access on Cline Road.</p> <p>Consequently the transportation and Highways authority would not object to the following conditions subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. The applicant enters into a S.278 agreement for the reconstruction of the vehicular crossover to access the site before development commences on site. Reason: In order to facilitate access and egress to and from the site and protect pedestrian amenity.</li> <li>2. The applicant will be required to provide secure sheltered cycle parking space in line with the 2011 London Plan, which will require the applicant to provide 3 secure sheltered cycle parking spaces. Reason: In order to promote travel by sustainable modes of transport to and from the site, and to comply with the 2011 London Plan.</li> </ol>	
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		<p>3. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the authority's approval prior to construction work commences on site. The Plans should provide details on how construction works (including demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the Ring Way would be minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation and highways network.</p> <p>Informative</p> <p>The new development will require naming/numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address</p> <p>I recommend the following as conditions:</p> <p><b><u>Control of Construction Dust:</u></b></p> <p>No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any</p>	
	<p>Environmental Health Pollution</p>		<p>Noted conditions and informative attached as recommended.</p>

		works being carried out on the site.  <b><u>As an informative:</u></b>  Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
	LBH Waste Management	The proposal will require storage for both refuse and recycling waste either internally or externally, arrangements for scheduled collections with a Commercial Waste Contractor will be required.  The plans state that there is a waste storage area but I was not able to identify it on the submitted plans. There is a waste management plan currently in force at this site, and they have waste bins for the storage of all the waste that is being produced at this site.	Noted condition and informative attached.
	Designing Out Crime Officer Metropolitan Police	I have no objection to the proposals	Noted
	London Fire Brigade	No comments	Noted
	Building Control	No objection to this application.	Noted
	Thames Water	WASTE COMMENT Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is	Noted, informative attached.

recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**WATER COMMENT**

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

Planning Sub-Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2013/2455	<b>Ward:</b> Noel Park
<p><b>Address:</b> Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross / East Coast Mainline London, N22</p> <p><b>Proposal:</b> Variation of conditions 1, 4, 7, 8, 10, 11, 15, 17, 19, 22, 23, 26, 27, 28, 29, 30, 31, 35, 36, 37, 38, 40, 47, 49, 55, 59, 62, 66, 67 and 70 to existing planning permission reference HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.</p> <p><b>Existing Use:</b> Utilities Land; Derelict Land; Offices</p> <p><b>Proposed Use:</b> Residential Led Mixed-Use</p> <p><b>Applicant:</b> National Grid Property Holdings Ltd / London Development Agency</p> <p><b>Ownership:</b> National Grid Property Holdings Ltd (NGP) and The London Development Agency (LDA)</p>	

<b>DOCUMENTS</b>
<b>Title</b>
Supporting Planning Statement (January 2014)
Environmental Statement (February 2009), Addendum (May 2011), Addendum (November 2013)
Statement of Community Involvement (February 2009)
Statement of Community Involvement (November 2013)
Design and Access Statement (May 2011)
Sustainability Strategy & checklist (February 2009)
Energy Assessment Report (February 2009)
Clarendon Square Employment Study (May 2011)

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
P001	04	Red Line Planning Application Boundary
P002	05	Building Layout and Footprint
P003	06	Maximum and Minimum Storey Heights
P004	05	Ground Floor Uses
P005	04	Upper Floor Uses
P006	05	Site Access and Movement
P007	06	Landscape Strategy
<p><b>Case Officer Contact:</b>            Jeffery Holt            P: 0208 489 5131            E: <a href="mailto:Jeffrey.Holt@haringey.gov.uk">Jeffrey.Holt@haringey.gov.uk</a></p>		
<p><b>PLANNING DESIGNATIONS:</b>            Haringey Heartlands Growth Area SP1            Site Specific Proposal 4 (SSP4) Haringey Heartlands, Hornsey depot and Hornsey Waterworks            Blue Ribbon Network (SP13)</p>		
<p><b>RECOMMENDATION</b>  <b>GRANT VARIATION OF CONDITIONS</b> subject to referral to Mayor of London and conditions and s106 Legal Agreement</p>		



## SUMMARY OF REPORT

The application site forms part of a wider strategic regeneration area known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD.

Outline planning Permission was granted on 21 March 2012 under reference: HGY/2009/0503 for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services uses, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, openspace and infrastructure works

The applicants secured outline planning permission with a view to selling the site to a developer who will then develop the detailed proposals for the site and seek their approval from the Council through the reserved matters process and discharge of conditions.

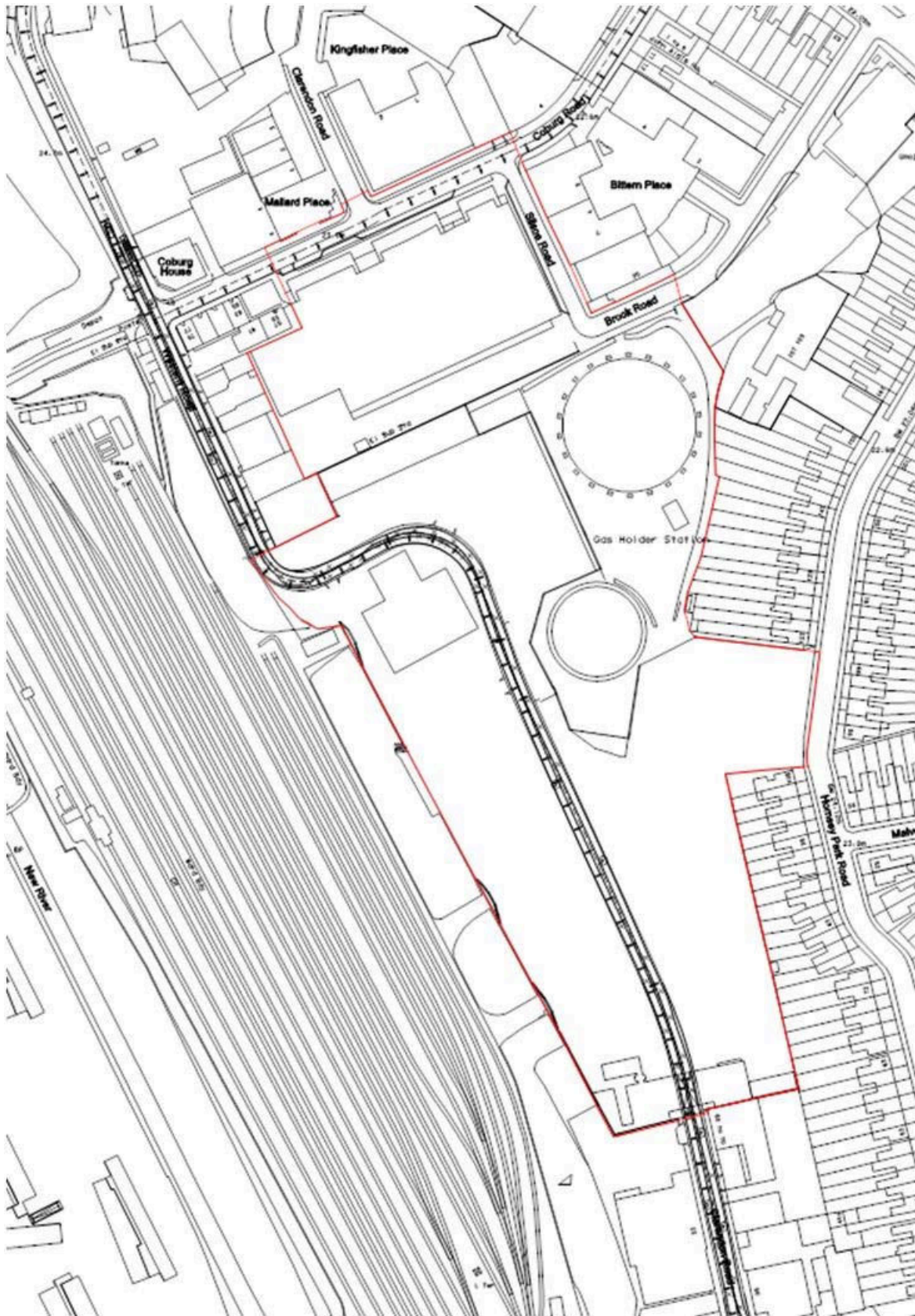
In order to prepare the site for sale it is proposed that the wording of the conditions be amended under a Section 73 application so that a defined set of works known as “site preparation works” can take place without triggering the requirement to submit all the reserved details and completion of all s106 contributions. The details of the scheme remain the same and the merits of the proposal including the demolition of the gas holders cannot be revisited at this stage.

Officers have assessed these amendments and consider that they would only affect the timing of submission of information to the Local Planning Authority and would have no impact on the merits of the approved scheme.

This section 73 planning application is therefore recommended to be approved subject to referral to Mayor of London, conditions as varied and s106 agreement.

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8.0	SUMMARY AND CONCLUSION
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10.0	APPENDICES: APPENDIX 1: Consultation Responses APPENDIX 2: DM Forum summary

1.0 SITE PLAN



## **2.0 SITE AND SURROUNDINGS**

- 2.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently characterised by mostly cleared, derelict land but includes a 2-storey office/industrial building at the northern end of the site. The middle of the site contains two large unlisted operational gas holders. A car parking area is located adjacent to the largest gas holder and is used as a car compound by Haringey Council.
- 2.2 The site forms part of a wider strategic regeneration site known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD. The Haringey Heartlands area stretches from Alexandra Palace Station to the north, Wood Green High Road to the east, Hornsey station to the south and Hornsey High Street to the west.
- 2.3 The surrounding land uses include a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the north-west is a recently completed secondary school for up to 1,100 students. To the south is Clarendon Road which contains a number of light industrial and office uses.
- 2.4 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.
- 2.5 The site has a Public Transport Accessibility Rating (PTAL) of four (4) and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

## **3.0 PLANNING HISTORY**

- 3.1 Outline planning Permission was granted on 21 March 2012 (ref: HGY/2009/0503) for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising:
- 950 to 1,080 residential units (C3)
  - 460 sq.m to 700 sq.m of office uses (B1);

- 370 sq.m to 7000 sq.m of retail/financial and professional service uses (A1/A2);
- 190 sq.m to 550 sq.m of restaurant /cafe/drinking establishment uses (A3/A4);
- 325 to 550 sq.m of community/assembly leisure uses (D1/D2);
- new landscaping;
- public and private open space;
- energy centre;
- up to 251 parking spaces;
- cycle parking;
- access and associated infrastructure works

3.2 Prior to this application, the most relevant planning record relates to an application submitted in November 2000 for a mixed use scheme on a site extending some 14.6 hectares which included the proposal site. The application was submitted in outline, fixing access and siting. The application was not determined. The description of the application is as follows:

- Planning HGY/2000/1528 Not Determined - "Outline application for planning permission for the comprehensive redevelopment of land between Hornsey Park Road, Mayes Road and London Kings Cross/East Coast Main Line (Haringey Heartlands) for a mixed use scheme of 173,030sqm (gross) floor space, 1384 residential apartments/flats, 245 live/work units of accommodation, a 100 bed hotel, a public library, a health complex together with office/light industrial units, offices, shopping and restaurant uses".

3.3 In addition there were a number of temporary planning permissions which relate to the call centre:

- HGY/2013/0814 - Prior notification for demolition of single storey structure containing offices, workshops / garage and mezzanine plant room - GRANTED
- HGY/2000/0178 - Erection of 3 portacabins for a temporary period of 3 months - GRANTED
- HGY/2002/0096 - The retention of three portacabins for a temporary period until 4 August 2003 - GRANTED
- HGY/2005/0258 - Refurbishment of existing building to accommodate a call centre to Haringey Council - GRANTED

3.4 In order to facilitate a redevelopment of the site the London Borough of Haringey applied for planning permission for the construction of a 'Spine

Road' to gain north/south vehicle access through the site.

- Planning HGY/2006/2062 - Western Road, N22, Clarendon Road, N8, Gas holder station, Hornsey Park Road Wood Green London - Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.

#### 4.0 PROPOSAL DESCRIPTION

4.1 The current application seeks a variation of conditions to existing planning permission HGY/2009/0503 to define "Site Preparation Works" as:

- demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate),
- surveys,
- site clearance,
- works of archaeological or ground investigations or remediation,
- the erection of fencing or hoardings,
- the provision of security measures or lighting,
- the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations"

4.2 The above works are not new proposals and have been agreed in principle in the original application. However, for clarity the remediation works would occur in two phases. The first phase would take place in the south and west of the site and would occur whilst the gasholders are demolished. Following demolition of the gasholders, the second phase of remediation would take place within the north and east of the site.

4.3 Alongside these works, the existing pressure reduction stations (PRS) would be demolished and replaced with new PRSs. A PRS is a device which reduces the pressure at which gas is distributed, as over long distances it is distributed at pressure high pressure but needs to be depressurised for local distribution. The two new PRSs are located in the east of the site, near Hornsey Park Road and in the west of the site, west of Mary Neuner Road. The eastern PRS would be approximately 5m x 10m and the western PRS 9.5m x 20m. Both would be housed in prefabricated kiosks approximately 2.5m in height.

- 4.4 Variation of conditions is also sought to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.

## 5.0 RELEVANT PLANNING POLICY

### National Planning Policy Framework

The NPPF seeks to ensure that there is presumption in favour of supporting proposals that achieve sustainable development. The chapters relevant in considering this proposed development are as follows:

1. Building a strong, competitive economy;
2. Ensuring the vitality of town centres;
4. Promoting sustainable transport;
6. Delivering a wide choice of high quality homes;
7. Requiring good design;
8. Promoting healthy communities;
10. Meeting the challenge of climate change, flooding and coastal change
12. Conserving and enhancing the historic environment

Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009)

### London Plan 2011

Policy 2.14 Areas for Regeneration  
Policy 3.3 Increasing Housing Supply  
Policy 3.4 Optimising Housing Potential  
Policy 3.5 Quality and design of housing developments  
Policy 3.6 Children and young people's play and informal recreation facilities  
Policy 3.7 Large residential developments  
Policy 3.8 Housing Choice  
Policy 3.9 Mixed and Balanced Communities  
Policy 3.11 Affordable housing targets  
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes  
Policy 3.13 Affordable Housing thresholds  
Policy 3.17 Health and social care facilities  
Policy 3.18 Education facilities  
Policy 4.2 Offices  
Policy 4.3 Mixed Use Development and Offices  
Policy 4.4 Managing Industrial Land and Premises  
Policy 4.7 Retail and town centre development  
Policy 4.8 Supporting a successful and diverse retail sector  
Policy 4.9 Small shops  
Policy 4.12 Improving opportunities for all  
Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction  
Policy 5.6 Decentralised energy in development proposals  
Policy 5.7 Renewable energy  
Policy 5.9 Overheating and cooling  
Policy 5.10 'Urban greening'  
Policy 5.11 Green roofs and development site environs  
Policy 5.12 Flood risk management  
Policy 5.13 Sustainable drainage  
Policy 5.14 Water quality and wastewater infrastructure  
Policy 5.15 Water use and supplies  
Policy 5.21 Contaminated land  
Policy 5.17 Waste capacity  
Policy 6.3 Assessing effects of development on transport capacity  
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure  
Policy 6.7 Better streets and surface transport  
Policy 6.9 Cycling  
Policy 6.10 Walking  
Policy 6.11 Smoothing traffic flow and tackling congestion  
Policy 6.12 Road network capacity  
Policy 6.13 Parking  
Policy 7.1 Building London's neighbourhoods and communities  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing Out Crime  
Policy 7.4 Local character  
Policy 7.5 Public realm  
Policy 7.6 Architecture  
Policy 7.8 Heritage assets and archaeology  
Policy 7.12 Implementing the London View Management Framework  
Policy 7.13 Safety, security and resilience to emergency  
Policy 7.14 Improving air quality  
Policy 7.15 Reducing noise and enhancing soundscapes  
Policy 7.18 Protecting local open space and addressing local deficiency  
Policy 7.19 Biodiversity and access to nature  
Policy 7.21 Trees and woodlands  
Policy 7.25 Increasing the use of the Blue Ribbon Network for passengers and tourism  
Policy 7.27 Blue Ribbon Network: supporting infrastructure and recreational use  
Policy 7.28 Restoration of the Blue Ribbon Network

Haringey Local Plan 2013-2026

SP0 Presumption in Favour of Sustainable Development  
SP1 Managing Growth  
SP2 Housing  
SP4 Working Towards a Low Carbon Haringey  
SP5 Water Management and Flooding  
SP6 Waste and Recycling



SP7 Transport  
SP8 Employment  
SP9 Improving skills and training to support access to jobs and community cohesion and inclusion  
SP10 Town Centres  
SP11 Design  
SP12 Conservation  
SP13 Open Space and Biodiversity  
SP14 Health and Well-being  
SP15 Culture and Leisure  
SP16 Community Facilities

Saved Unitary Development Plan 2006 Policies

UD3 General Principles  
UD7 Waste Storage  
UD10 Advertisements  
ENV5 Works Affecting Watercourses  
ENV6 Noise Pollution  
ENV7 Air, Water and Lighting  
ENV11 Contaminated Land  
HSG2 Change of use to residential  
EMP5 Promoting employment uses  
TCR2 Out of town centre development  
TCR3 Protection of shops in town centres  
TCR4 Protection of local shops  
TCR5 A3 Restaurants and cafes, A4 Drinking establishments & A5 Hot Food Take Aways  
M8 Access Roads  
M9 Car free residential developments  
M10 Parking for Development  
OS17 Tree Protection, tree masses and spines  
CSV8 Archaeology

Supplementary Planning Guidance

Haringey Heartlands Development Framework 2005

SPG1a 'Design Guidance'  
SPG2 Conservation and Archaeology  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design  
SPG6a Shopfront, signage and Security  
SPG7a 'Vehicle and Pedestrians Movement'  
SPG7b 'Travel Plans'  
SPG7c 'Transport Assessments'  
SPG8a 'Waste and Recycling'  
SPG8b 'Materials'

SPG8c Environmental Performance  
SPG8d Biodiversity/landscaping/trees  
SPG8e Light Pollution  
SPG8f 'Land Contamination'  
SPG9 'Sustainability Statement'  
SPG10a 'The negotiation, management and monitoring of planning obligations'  
SPG10b 'Affordable Housing'  
SPG10c 'Educational Needs generated by new housing development'  
SPG 11c Town Centre Retail Thresholds  
Open Space and Recreational Standards SPD  
Sustainable Design and Construction SPD

SPD - Housing ('Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes')

Mayor's Housing SPG  
Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG

## 6.0 CONSULTATION

6.1 The Council undertook wide consultation on the original outline application. This included statutory consultees, internal Council services, Ward Councillors and over 3,400 local residents and businesses. The same consultees were consulted for this current application. Below is the list of consultees

6.2 Statutory Consultees:

- The Greater London Authority (GLA)
- Transport for London (TfL)
- City of London
- The Metropolitan Police – Crime Prevention
- Network Rail
- Department of Transport
- London Fire & Emergency Planning Authority
- English Heritage
- Natural England
- Environment Agency
- Thames Water
- British Waterways
- London Waste
- London Planning Advisory Committee
- North London Chamber of Commerce
- Alexandra Palace Manager
- Alexandra Park and Palace Statutory Advisory Committee
- Urban Initiatives

6.3 Internal Consultees

- Building Control
- Transportation
- Waste Management
- Legal
- Food and Hygiene
- Strategic and Community Housing
- Environmental Health
- Arboricultural
- Parks
- Policy
- Education – Children and Young People
- Property Services
- Housing
- Economic Regeneration
- Design and Conservation

6.4 External Consultees

- Ward Councillors – Noel Park
- Ward Councillors – Hornsey
- Ward Councillors – Harringay
- Ward Councillors – Alexandra
- Ward Councillors – Northumberland Park
  
- Hornsey CAAC
- Alexandra Palace Residents Association
- Alexandra Park and Palace CAAC
- Parkside Malvern Residents Association
- Avenue Gardens Residents Association

6.5 Local Residents

6.5.1 Just over 3,400 residential and commercial properties in the local area have been consulted by individual letters and notices were placed around the site and in the local press.

6.5.2 Written objections were received from 11 local residents and businesses as well as from the Parkside Malvern Residents Association, Alexandra Palace Conservation Area Advisory Committee, Greater London Industrial Archaeology Society and Victorian Society. In summary, the objections raised the following points:

- Objections to any further development being permitted beyond that of the consent
- Details of the impact on surrounding residents and businesses is unclear (especially the Olympia Trading Estate)

- Impact from dust, noise, waste, traffic, pollution, lighting, security stemming from the site preparation works
- Objections to the loss of the gasholders, Olympia Trading Estate, design, appearance and impact on traffic of the consented scheme

6.5.3 Comments received and officer responses are attached in Appendix 1. Any further comments received will be reported to Members on the day of Planning Sub Committee.

6.5.4 Two development management forums were held in the West Indian Cultural Centre in the evenings of the 21<sup>st</sup> of January and 12<sup>th</sup> of February 2014. The first forum was attended by 30 people and the second by 36 people. A summary of the points raised is provided in Appendix 2.

6.5.5 Prior to the submission of the application, the applicant undertook their consultation. This consisted of:

- Two public exhibitions on the 9<sup>th</sup> and 10<sup>th</sup> October 2013 (attended by 25 and 18 people respectively).
- Letters to key political and community stakeholders explaining the application and inviting them to the October exhibitions
- Information leaflets and invitations to the October exhibitions sent to 5,800 local residents and businesses with a further reminder flyer sent to the 500 closest properties
- A meeting with the Parkside Malvern Residents Association on the 13<sup>th</sup> November 2013

6.5.6 The merits of the proposal cannot be considered as part of this s.73 application as these issues are established in the previous permission. As such the retention of the gasholders cannot be revisited at this stage.

6.5.7 The full details of the applicant's engagement and the responses received is available in the applicant's submitted Statement of Consultation November 2013.

## **7.0 ANALYSIS / ASSESSMENT OF APPLICATION**

### **7.1 Background**

7.1.1 As set out in paragraph. 4.1, outline planning permission was granted on 21 March 2012 under reference: HGY/2009/0503 for the demolition of existing structures and redevelopment to provide a residential, mixed-use development. The permission was issued with a comprehensive list of conditions, some of which need to be discharged prior to commencement of works ("pre-commencement conditions").

7.1.2 The applicants, NGP and the GLA, secured the outline permission with a view to selling the site to a developer who will then develop the detailed proposals for the site and seek their approval from the Council through the reserved matters process and discharge of conditions imposed on the outline planning permission. In order to make development of the site feasible and attractive to developers, the applicant intends to undertake certain site preparation and enabling works before putting the site onto the market.

7.1.3 However, the wording of the conditions in the current permission is such that before any work can commence on site (including demolition of any building, site cleaning and remediation) every detail of the development would need to be designed and approved by the Local Planning Authority. Consequently, the applicant is seeking to amend the conditions attached to the planning permission so that necessary work to clear and remediate the site can take place without having to discharge every condition. The details of these amendments are provided below.

## 7.2 Proposal explanation

7.2.1 The proposed amendment has two elements. First, a definition of “site preparation works” to identify the necessary preparation work is proposed. The proposed definition for “site preparation works” is

*“Works of demolition (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigation or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the development, the laying, removal or diversion of services, the provision of construction compounds or piling works) the removal of hard-standing, construction of temporary access, temporary highway works temporary internal estate roads and relocation and erection of the Pressure Reduction Stations.”*

7.2.2 Second, the relevant pre-commencement conditions are proposed to be amended so that their discharge is not required when these “site preparation works” occur, but will be required before any further development takes place. For example, condition 10 relates to dwelling numbers and dwelling mix and is currently worded as follows:

*The outline planning permission hereby approved for a residential-led mixed use development shall not exceed 1080 separate dwelling units, whether flats or houses. The dwelling mix shall be approved in writing by the LPA in consultation with the GLA, prior to commencement.*

It is therefore proposed that the wording be amended to

*The outline planning permission hereby approved for a residential-led mixed use development shall not exceed 1080 separate dwelling units, whether flats or houses. The dwelling mix shall be approved in writing by the LPA in consultation with the GLA, prior to commencement of the development with the exception of the Site Preparation Works.*

7.3 With the above amendment, it would be possible to undertake the preparation works before the dwelling mix is finally determined.

7.4 This amendment is proposed for the following conditions (with variations to suit the particular wording of each condition). The amendments are italicised in the list of conditions under the recommendation in section 9.0:

- 1- Reserved Matters
- 2 – Phasing Programme
- 7 – Maximum Dwelling Numbers
- 8 – Accessibility and Lifetime Homes

- 10 – Landscaping – Landscaping Scheme
- 11 – Landscaping – Implementation/Maintenance
- 15 – Ecological Management
- 17 – Contaminated Land Verification Report
- 19 – Method Piling
- 22 – Construction Environmental Management Plan
- 23 – Construction Dust Mitigation
- 26 – CCTV and Security
- 27 – External Lighting Strategy
- 28 – Surface Water Drainage
- 29 – Water Supply Impact Study
- 30 – Waste Storage and Recycling
- 31 – BREEAM – Design Stage Assessment
- 35 – Transportation - Parking Provision – Electric Vehicles
- 36 – Transportation - Cycle Parking
- 37 – Transportation - Travel Plan and Car Club
- 38 – Details of Flues
- 40 – Shopfronts
- 47 – Environment Agency - Landscape Management Plan
- 49 – Environment Agency - Foul and Contaminated Water
- 55 – Network Rail – Fencing
- 59 – Satellite Aerials
- 62 – Ventilation
- 66 – Energy
- 67 – Code For Sustainable Homes
- 70 – Air Quality Assessment

## **7.5 Assessment**

- 7.5.1 The application is made under s.73 of the Town and Country Planning Act 1990 which allows for the variation of conditions of an extant planning permission. Under a s.73 application the merits of the approved scheme cannot be revisited however, permission cannot be granted to extend the timelimit for which a development must be started or an application approval of reserved matters must be made.
- 7.5.2 Haringey Local Plan policy SP0 states that planning applications that constitute sustainable development will be approved without delay, unless material considerations indicate otherwise.
- 7.5.3 The principle of the development, including the site preparation works, has been accepted under the original outline permission. The application does not seek to amend the type or amount of development permitted under the outline permission. Nor does it seek to change the level of detail required to

be submitted across the life of the development. The application seeks only to amend the phasing of the submission of information.

7.5.4 Those conditions which require the submission of details pertinent to the works identified as “site preparation works” will remain in place. For example Condition 22 would still require a Construction Environmental Management Plan to be submitted prior to any work. Therefore, the opportunity to assess the measures to mitigate impacts arising from the site preparation will remain. Consequently, there would be no implications for the impacts and merits of the scheme as approved.

7.5.5 Details of the following would still need to be approved prior to site preparation works commencing:

- Condition 12 – arboricultural method statement and tree protection plan
- Condition 13 – method statement for removal/management/eradication of Japanese knotweed
- Condition 14 – details of boundary treatment (fences, walls etc)
- Condition 16 – site wide pollution prevention strategy
- Condition 17 – Contaminated land verification report
- Condition 19 – method of piling (for site preparation works phase)
- Condition 20 – archaeological watching brief
- Condition 21 – details of hoardings
- Condition 22 – Construction logistics travel plan, construction traffic management plan (CTMP) and Construction Environmental Management Plan (CEMP) including:
  - Public safety, amenity and site security
  - Operating hours, noise and vibration
  - Air and dust management
  - Storm water and sediment control
  - Waste and materials re-use
  - Considerate Constructors Scheme
- Condition 25 – onsite contact for residents maintained on a 24 hour basis
- Condition 43 – structural survey of Moselle Brooke
- Condition 45 – Site investigation and contaminated land remediation
- Condition 49 – surface, foul and contaminated water management scheme (for site preparation works phase)
- Condition 50 – Notification of Network Rail
- Condition 56 – details of drainage in respect of Network Rail land
- Condition 68 – Establishment of residents and businesses liaison group:
  - informing local residents and businesses of the design and development proposals;
  - informing local residents and businesses of progress of pre-construction and construction activities;



- considering methods of working such as hours and site traffic;
  - providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
  - producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;
  - providing advanced notice of exceptional works or deliveries;
  - providing telephone contacts for residents advice and concerns.
- The Liaison Group will meet at least once every month with the first meeting taking place one month prior to Implementation and the meetings shall become bi-monthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

7.5.6 The information required under conditions 19 – Piling, 17 - Contaminated land verification report 22 - Construction Environmental Management Plan, Logistics Travel Plan, and Construction Traffic Management Plan, 23 – Dust Management and 49 – Foul and surface water drainage would also be required to be submitted for each subsequent phase of the development.

7.5.7 It was evident from the public consultation that it is key that good engagement and communication takes place between the applicant/developers and local residents and business during the life of the development. Condition 68 requires the applicant to establish and maintain a Liaison Group with residents and businesses. From the consultation it was found that it was not clear that businesses were to be included in this process. The condition already refers to residents and businesses but to make it clearer, the name of the group will be changed to Local Residents and Businesses Liaison Group. An informative will be applied stating that the makeup of the liaison group be agreed with the Council.

*Recent policy changes*

7.5.8 Since the approval of the outline permission in 2012, there have been a number of changes to planning policy however these are considered to have no significant impact on the scheme. This is explained below.

*London Plan 2011*

7.5.9 Policy 5.2 of the London Plan ‘Minimising Carbon Dioxide Emissions’ sets out the requirements for carbon emission reductions for new development.

The 2012 permission was assessed against this policy and in particular the 2010-2013 target for residential buildings which sought a 25% improvement on the 2010 building regulations. Since the 2012 permission, the target improvement sought by this policy has changed to 40%.

- 7.5.10 The proposed development includes a Combined Heat and Power system with biomass boilers, achieving a 26% reduction in carbon emissions and meeting the requirements of Policy 5.2. As the current application does not seek to amend the amount, type or characteristic of the approved development, only the timing of information to be submitted, it is not considered appropriate to apply the higher target in this instance.
- 7.5.11 Condition 9 required that the design of the residential units shall comply with the London Plan 2011 and the standards set out in the London Housing Design Guide Interim Edition (August 2010). This guide has been replaced by the London Housing Supplementary Planning Guidance 2012 and the condition is amended accordingly to reflect this.

*Haringey Local Plan: Strategic Policies 2013-2016*

- 7.5.12 In March 2013, Haringey formally adopted its Local Plan. The policies within the document are strategic in nature and are in accordance with those policies in force during the assessment of the earlier permission. However, a number of policies have specific requirements which are relevant to the application.
- 7.5.13 Policy SP4 “Working towards a Low Carbon Haringey” sets a target for reduction of carbon emissions of 25% for residential development with 20% provided by on-site renewable energy. Residential development must also meet Code for Sustainable Homes Level 4. The development still meets these requirements.
- 7.5.14 Policy SP13 'Open Space and Biodiversity' seeks to ensure that new developments protect and improve Haringey's parks and open spaces and provide adequate amenity space. The policy requires developments to provide children's informal or formal play space to meet a minimum of 3sqm as set out in the Council's Open Space Standards SPD and an aspirational target of 10sqm as set out in the Mayor's SPG Providing for Children and Young People's Play and Informal Recreation. The development exceeds both of these targets.
- 7.5.15 The development is therefore considered to still be in compliance with planning policy.

**7.6 Variation of s106**

- 7.6.1 The outline permission has an attached s106 agreement which requires contributions towards education, transport, healthcare, open space improvement, community facilities and employment skills and training.

Similar to how the conditions are worded, the s106 is currently worded so that any development on site would trigger these obligations. Therefore, the s106 is proposed to be amended by a Deed of Variation so that the obligations are triggered by development excluding "Site Preparation Works" as defined above. As the nature of the contributions does not change, this variation is considered to have no impact on the merits of the approved scheme.

## **7.7 Environmental Impact Assessment**

7.7.1 The development approved under the outline permission is "schedule 2 development" within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares. As such, an Environmental Impact Assessment (EIA) was required and it was considered acceptable. As a section 73 application to vary condition results in the issuing of a new permission, an EIA is also required to be submitted.

7.7.2 In accordance with the nature of the application, the current assessment has reviewed the previous environmental statements to determine whether the current S73 application would bring about any changes in environmental effect such that the findings of the previous ES are no longer adequate.

7.7.3 Through this assessment it has been determined that the proposed variations to the conditions attached to the 2012 outline planning permission will not have a material impact on the environmental effects predicted.

## **8.0 SUMMARY AND CONCLUSION**

8.1 The application site forms part of a wider strategic regeneration area known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD.

8.2 Outline planning Permission was granted on 21 March 2012 under reference: HGY/2009/0503 for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising Between 950 to 1,080 residential units, offices, retail/financial services uses, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works.

8.3 The applicant secured the outline permission with a view to selling the site to a developer, who will then develop the detailed proposals for the site and seek their approval from the Council through the reserved matters

process and discharge of conditions.

- 8.4 In order to prepare the site for sale it is proposed that the wording of the conditions be amended under a Section 73 application so that a defined set of works known as “site preparation works” can take place without triggering the requirement to submit all reserved details and completion of all s106 contributions.
- 8.5 Officers have assessed these amendments and consider that they would only affect the timing of submission of information to the Local Planning Authority and would no impact on the merits of the approved scheme.
- 8.6 The application should therefore be approved subject to conditions as varied and s106 agreement.

## 9.0 RECOMMENDATION

**GRANT VARIATION OF CONDITIONS subject to referral to Mayor of London and conditions and s106 Legal Agreement**

### RESERVED MATTERS

1. The application 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 *with the exception of the Site Preparation Works* is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) Scale (within parameter plan range (Drawing Ref: P003(REV06) – Maximum and Minimum Storey Heights); b) Layout c) Landscape and d) Appearance.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990.

### TIME LIMIT – RESERVED MATTERS

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 5 years from the date of this Permission, and the development hereby authorised shall be started 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: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990.

### IN ACCORDANCE WITH APPROVED PLANS

3. The development hereby authorised shall be carried out in complete accordance with the plans and specifications (except for the Design and Access Statement which is for illustrative purposes only) submitted to, and approved in writing by the Local Planning Authority.

#### PHASING PROGRAMME

4. No development *with the exception of the Site Preparation Works* shall take place until a programme of phasing for implementation of the whole development has been agreed in writing by the Local Planning Authority. Any amendment to the approved phasing programme must be first agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory comprehensive development within a reasonable timescale and proper planning of the area.

#### MATERIALS

5. At the reserved matters stage, full details of the external appearance of the development, including samples of all materials to be used for all external facing surfaces and roofing materials for each phase of the development, as set out in an agreed phasing plan, shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced on that phase. Samples shall include sample panels in addition to a schedule of the exact product references. All approved materials shall be erected in the form of a samples board and shall be retained on site throughout the works period for the phase concerned. Thereafter only such approved materials and finishes shall be used in carrying out the development.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development.

#### MAXIMUM BUILDING HEIGHTS

6. The maximum height of the proposed development, including lift overruns, rooftop plant etc, shall be no greater than indicated on the parameter plan Drawing Number P003(REV06) – Maximum and Minimum Storey Heights.

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

#### MAXIMUM DWELLING NUMBERS

7. The outline planning permission hereby approved for a residential-led mixed use development shall not exceed 1080 separate dwelling units, whether flats or houses. The dwelling mix shall be approved in writing by the Local Planning Authority in consultation with the Greater London Authority, prior to commencement *of the development with the exception of the Site Preparation Works*.

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development.

#### ACCESSIBILITY AND LIFETIME HOMES

8. Within the development hereby approved, at least 10% of the dwellings shall be wheelchair accessible or easily adaptable for residents who are wheelchair users. This percentage should be applied to both market and affordable housing, should be evenly distributed throughout the development, and cater for a varying number of occupants. In addition, 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority. Evidence of compliance with the above shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of each phase of the development *comprising dwellings*.

Reason: In order to ensure adequate accessibility for the disabled and mobility impaired throughout their lifetime.

#### HOUSING DESIGN STANDARDS

9. The development shall comply with the *London Plan (2011) Policy 3.5* and *London Housing Supplementary Planning Guidance 2012* space standards and as far as practical shall meet all other requirements within the *London Housing Supplementary Planning Guidance 2012*, particularly the requirements dual aspect units.

Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.

#### LANDSCAPING – LANDSCAPING SCHEME

10. At the reserved matters (*excluding the reserved matters for the utility compounds as shown on plan P006/05*) stage, full landscaping scheme for the entire site shall be submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together with a schedule of species d) roof top gardens/allotments/amenity space e) hard surfacing f) boundary treatment e) street furniture. *At the reserved matters stage for the utility compounds, as shown on Plan P006/05, a landscaping scheme to be submitted to the Local Planning Authority for approval which shall include details of the interim landscaping scheme for the utility compounds as shown on plan P006/05.*

Reason: To enhance the appearance of the development and in the interest of safeguarding the amenities of residents in the area.

#### LANDSCAPING – IMPLEMENTATION/MAINTENANCE

11. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping as described in condition "Landscaping – Landscaping Scheme" shall be completed no later than the first planting and seeding seasons following the occupation of the building or the completion of the development in each phase, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of that phase of development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority *save that the interim landscaping scheme for the for the utility compounds, as shown on Plan P006/05 referred to in Condition 10, shall be replaced in accordance with the landscaping scheme.* All hard landscaping and means of enclosure shall be completed before the development is occupied.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area.

#### LANDSCAPING – PROTECTION OF EXISTING TREES

12. No development shall commence until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 "Trees in Relation to Construction", and approved by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in the method statement. The protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.

Reason: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

#### JAPANESE KNOTWEED

13. Prior to the commencement of the development, a detailed method statement for the removal or long-term management/eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, trimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement. Please note that if any of the Japanese knotweed plants are close to water, including watercourses, ditches or standing water, then Environment Agency consent is required if it is to be treated with a herbicide.

Reason: In order to ensure the eradication of Japanese Knotweed which is an invasive plant and the spread of which is prohibited under the Wildlife and Countryside Act 1981.

#### BOUNDARY TREATMENT

14. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

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

#### ECOLOGICAL MANAGEMENT

15. The development hereby approved shall not commence *with the exception of the Site Preparation Works* until full details of a site wide Ecology Management Strategy including an Ecological Mitigation and Management Plan which shall provide details of how the proposed measures will be monitored, managed and funded in the future, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development maximises the ecological potential of the site

#### POLLUTION PREVENTION

16. The development hereby approved shall not commence until full details of a site wide Pollution Prevention Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development prevents pollution of the environment.

#### CONTAMINATED LAND – VERIFICATION REPORT

17. *No phase of the* development shall not be occupied or brought into use *until* verification by a competent person approved under the provisions of Condition “Contaminated Land – Remediation Strategy” that any remediation scheme required *for that phase* and approved under the provisions of the above condition has been implemented fully in accordance with the approved details, shall be submitted to and approved by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise: (a) as built drawings of the implemented scheme; (b) photographs of the remediation works in progress; and (c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and



maintained in accordance with the scheme approved under Condition “Contaminated Land – Remediation Strategy”.

Reason: To safeguard the health of future residents or occupiers of the site.

#### USE OF CLEAN UNCONTAMINATED MATERIAL

18. No soils or infill materials shall be imported onto the site until it has been satisfactorily demonstrated that they present no risk to human health and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis, test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import on site of material classified as ‘waste; is only acceptable with the prior written approval of the Local Planning Authority.

Reason: To ensure that no contaminated land is brought on site.

#### METHOD OF PILING

19. *No phase of the* development hereby approved (including the Site Preparation Works) shall commence until the method of piling foundations *for that phase of* development for the development has been submitted to and approved in writing by the Local Planning Authority prior to any development commencing. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent the contamination of the underlying aquifer.

#### ARCHAEOLOGICAL WATCHING BRIEF

20. No development shall take place within the application site until the applicant has secured the implementation of an archaeological watching brief and a programme for the recording of built heritage structures, including the existing gas holders, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported

#### HOARDINGS

21. 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 in writing by the Local Planning Authority prior to the commencement of the works

and unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved.

Reason: In order to have regard to the visual amenity of the locality and the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

#### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

22. *No phase of the development hereby approved shall commence until a Construction Environmental Management Plan, including Site Waste Management Plan, Site Management Plan, Construction Logistics Travel Plan, construction traffic management plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority for the relevant phase.* The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

#### CONSTRUCTION DUST MITIGATION

23. *No phase of the development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the phase specific Construction Environmental Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition).* This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works carried out *in the relevant phase.* Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried *in the relevant phase.*

Reason: To protect the environment and amenities of the locality.

#### CONSTRUCTION HOURS

24. Operations in relation to construction for which noise is greater than 50dBLAeq, 1 hour at the nearest residential boundary shall be restricted to the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays and at no time on Sundays or Statutory holidays without the prior written approval of the Local Planning Authority under Section 61 of the Control of Pollution Act 1974. The

following enabling activities shall be permitted to take place within a period one hour before and one hour after normal working hours:

- Arrival and departure of workforce on site;
- Deliveries and unloading;
- Check and examinations of plant and machinery (including test running) and the carrying out of essential repairs / maintenance to plant and machinery;
- Site inspections and safety checks; and
- Site clean-up

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

#### CONSTRUCTION – ON-SITE CONTACT

25. At the time of the commencement of works, an onsite contact shall be provided on a 24 hour per day basis for residents to report any disturbances or issues arising from the construction of the site

Reason: To ensure that any disruption to neighbouring residents can be reported immediately.

#### CCTV AND SECURITY LIGHTING

26. At the reserved matters stage *for each phase*, a scheme showing full details of the following *for that phase* shall be submitted to and approved in writing by the Local Planning Authority.

- a) CCTV;
- b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

#### EXTERNAL LIGHTING STRATEGY

27. At the reserved matters stage *for each phase*, an external lighting strategy for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities

#### SURFACE WATER DRAINAGE

28. At the reserved matters stage *for each phase*, details of a scheme for the surface water drainage works including the provision of a Sustainable Urban Drainage System shall be submitted to and approved by the Local Planning Authority (in consultation with Thames Water) prior to the commencement of works within that part of the site. The surface water drainage details shall include that petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities and an Impact Study of existing Sewerage infrastructure.

Reason: In order to ensure the satisfactory surface water drainage of the site.

#### WATER SUPPLY IMPACT STUDY

29. At the reserved matters stage *for each phase*, a Water Supply Impact Study for that phase of the development, including full details of anticipated water flow rates, and detailed site plans shall be 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

#### WASTE STORAGE AND RECYCLING

30. At the reserved matters stage, (*excluding the reserved matters for the utility compounds as shown on Plan P006/05*) details of the arrangements for storage and collection of refuse for each phase of the development, 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 Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently 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 for the storage of waste and recyclable materials.

#### BREEAM – DESIGN STAGE ASSESSMENT

31. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). A BREEAM design stage assessment shall be submitted to the Local Planning Authority prior to the commencement of construction *on the site except the utility compounds as shown on Plan P006/05*. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

#### BREEAM CERTIFICATE

32. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). Within THREE months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

#### TRANSPORTATION – S72 AGREEMENT

33. The developer will we required to dedicate a 3m strip of land by way of a section 72 agreement along Mary Neuner Road to construct the proposed vehicular inset parking as per Drawings No’s 0083-B-23 and 0083-B-24 as submitted by the applicant’s consultant Savell Bird and Axon.

Reason: Ensure safe and efficient vehicle access.

#### TRANSPORTATION – PARKING PROVISION

34. The applicant shall provide 23 per cent (276 car spaces) parking provision for the residential component of the development, including 60 disabled spaces.

Reason: To ensure appropriate levels of car parking within the development.

#### TRANSPORTATION – PARKING PROVISION – ELECTRIC VEHICLES

35. At the reserved matters stage (*excluding the reserved matters for the utility compounds as shown on Plan P006/05*), details of electric vehicle provision within the parking areas (which shall include a minimum of 20 per cent of all parking spaces and an additional 20 per cent passive provision for electric vehicles in the future) shall be submitted to an approved in writing by the Local Planning Authority.

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

#### TRANSPORTATION - CYCLE PARKING

36. At the reserved matters stage (*excluding the reserved matters for the utility compounds as shown on Plan P006/05*) a detailed plan for cycle parking which shall include a) 1 cycle rack per residential unit; b) 50 cycle spaces for the shop/office/community aspects of the development (36, 4 and 10 cycle spaces correspondingly) and c) secure shelters, shall be submitted to and approved in writing by the local planning authority.

Reason: In order to ensure adequate provision of safe and secure cycle parking.

## TRANSPORTATION – TRAVEL PLAN AND CAR CLUB

37. At the reserved matters stage (*excluding the reserved matters for the utility compounds as shown on Plan P006/05*), Travel Plans and welcome pack, in compliance with Transport for London Guidance, shall be submitted to and approved in writing by the local planning authority, at least 3 months in advance of occupation of each phase of the development (*excluding the occupation of the utility compounds as shown on Plan P006/05*). The Car Club scheme and number of onsite Car Club car parking spaces to be agreed as part of the Travel Plan.

Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

## DETAILS OF FLUES

38. *Within each phase* full details of the location and appearance of any flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work commences *on that phase*.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development.

## COMMERCIAL PREMISES – ACCESS

39. The commercial premises shall be minimum door widths of 900mm and a maximum threshold of 25mm to allow access to people with disabilities and people pushing double buggies.

Reason: In order to ensure that the premises are accessible to all those people who could be expected to use it, in accordance with policy RIM 2.1 “Access for All” of the Haringey Unitary Development Plan (2006).

## SHOPFRONTS

40. *Within each phase* detailed plans of the design and external appearance of the shopfronts, including detailed design of the fascias, shall be submitted to and approved in writing by the Local Planning Authority at the reserved matters stage.

Reason: In the interest of visual amenity.

## SIGNAGE

41. Prior to the commencement of the use, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.

Reason: to achieve good design throughout the development and to protect the visual amenity of the locality.

HOURS OF OPERATION – A3, A4 and A5 Uses

42. Any restaurant (A3), public house and wine bar (A4) or takeaway (A5) use 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.

ENVIRONMENT AGENCY – STRUCTURAL SURVEY

43. The development hereby permitted shall not be commenced until such time as a structural survey of the Moselle Brooke culvert to identify the life of the flood defences compared to the life of the development has been submitted to, and approved in writing by, the local planning authority. If the assessment identifies that the life of the culvert is not commensurate with the life of the development, then a scheme of remedial measures shall be submitted to and approved in writing by the Local Planning Authority before development commences. Development shall proceed only in accordance with the approved remedial measures.

Reason: To ensure that the flood defences have a life commensurate with the life of the development in order to safeguard the development and area from the risk of flooding.

ENVIRONMENT AGENCY – FLOOD RISK ASSESSMENT

44. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Waterman Group (C-37407-10-ES-002 Rev: A05 February 2009) and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated so that it will not exceed a run-off rate of 17.7ls/ha from the site and not increase the risk of flooding off-site.
- Provision of attenuation of surface water on site through the use of SUDS systems including living roofs, permeable paving and a swale and the use of storage tanks.
- Building and structures on site to be set a minimum of 8m back from the outer culvert wall of the Moselle Brook.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the structural integrity of and access to existing flood defences thereby reducing the risk of flooding.

ENVIRONMENT AGENCY – SITE INVESTIGATION AND CONTAMINATED LAND

45. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing by the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: There are controlled water bodies at, and in the vicinity of the proposed development site, which could be polluted by the known soil and shallow (perched) groundwater contamination which exists at the site. The identified Controlled Water bodies are the Moselle Brook, the New River, the reservoirs to the west and the deeper groundwater system that underlies the site. The deeper groundwater and the New River are used to supply drinking water to the public and therefore must be kept free from pollution. The Moselle Brook which flows through the site in culvert flows into Pymmes Brook to the east. If pollution were to enter the brook it would have a detrimental impact on aquatic life in the brook and also to its aesthetic appeal. As such, site investigation is required to assess the risk that the contamination at the site poses to Controlled Waters.

Note: The information provided to the Environment Agency in the report titled 'Environmental Statement' which was prepared by Waterman Energy, Environment & Design and dated February 2009 (Ref EN6847/R/2.1.1/MN) is sufficient to satisfy Part 1 of this condition. Also, part of the site has previously been investigated and remediated to an acceptable standard with regards to any risk posed to Controlled Waters. This area is referred to as the Spine Road and is detailed in Celtic Technologies report titled 'Haringey Heartlands Spine Road Improvement Corridor - Factual Validation Report' dated October 2008 (Ref R1199/08/3325). The above recommended condition is not applicable to this part of the site.

#### ENVIRONMENT AGENCY – PILING

46. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.



Reason: Piled foundations are proposed to facilitate development at the site. The advancement of such foundations through contaminated material, which is known to be present in the soil and shallow (perched) groundwater at the site, has the potential to mobilise contaminants and result in their release into the deeper groundwater system. The deeper groundwater underlying the site is abstracted a short distance from the site and is used to supply drinking water to the public. Therefore, it is very important that a suitable piling design and methodology is used as to not to pollute the deeper groundwater system below the site.

#### ENVIRONMENT AGENCY – LANDSCAPE MANAGEMENT PLAN

47. Prior to the commencement of development (*excluding Site Preparation Works*) a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason: This condition is necessary to protect the natural features and character of the area and identify opportunities for enhancement of biodiversity.

#### ENVIRONMENT AGENCY – PLANTING

48. Planting all landscaped areas (except privately owned domestic gardens but including green roofs) shall be of locally native plant species only, of UK genetic origin.

Reason: The use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that these 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.

#### ENVIRONMENT AGENCY – FOUL AND CONTAMINATED WATER

49. Before the commencement each phase of the development, including demolition, remediation and construction, a scheme to manage surface, foul and contaminated water on the site *for that phase* will be submitted to, and approved in writing by, the local planning authority. Each scheme shall be implemented as approved the Environment Agency asks to be consulted before approval.

Reason: To prevent the pollution of local surface and ground-waters and protect potable water supplies in the area.

#### NETWORK RAIL – DEVELOPMENT

50. Prior to the commencement of any works on site, developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.

Reason: It is useful for Network Rail to inform drivers, maintenance, signallers and any other railway personnel involved in the operation of the railway of development occurring adjacent to the operational railway.

#### NETWORK RAIL – DEMOLITION

51. Any demolition of refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, the stability of the adjoining Network Rail structures.

Reason: To ensure that the railway is not damaged during demolition.

#### NETWORK RAIL – CONSTRUCTION

52. Any scaffold, cranes or other mechanical plant must be constructed and operated in a “fail safe” manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail’s Outside Parties Engineer on [opsoutheast@networkrail.co.uk](mailto:opsoutheast@networkrail.co.uk) before any works begin. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Reason: To ensure railway infrastructure is not damaged during construction.

#### NETWORK RAIL – SITE LAYOUT

53. Any proposed buildings shall be at least 2 metres from the boundary with the operational railway, at least 5 metres from overhead power lines, or 3 metres from viaducts.

Reason: This will allow construction and future maintenance to be carried out from the application land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

#### NETWORK RAIL – NOISE AND VIBRATION

54. The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be addressed in the context of PPG24 and the local planning authority should use conditions as necessary. Consideration should be given to the need to provide for on-site residential amenity within the development site.

Reason: To mitigate noise and vibration from operational land.

#### NETWORK RAIL – FENCING

55. This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, before any part of the development (*except the utility compounds as shown on Plan P006/05*) is occupied, a 1.8 metre high trespass resistant fence should be erected. The new fencing provided must be independent of existing Network Rail fencing and a sufficient distance should be allowed between the fences to allow for future maintenance and renewal.

Reason: To prevent trespass.

#### NETWORK RAIL – DRAINAGE

56. No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. Details of the proposed drainage must be submitted to, and approved by the Local Planning Authority, acting in consultation with the railway undertaker, and the works shall be carried out in accordance with the approved details.

Reason: To ensure the operation of the railway.

#### SECURE BY DESIGN

57. 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'.

#### SITE PARKING MANAGEMENT PLAN

58. That details of onsite parking management plan shall be submitted to and approved by the local planning authority prior to the commencement of the use of the undercroft car parking area. Such agreed plan to be implemented and permanently maintained in operation to the satisfaction 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.

#### SATELLITE AERIALS

59. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, at the reserved matters stage (*excluding the reserved matters for the utility compounds as shown on Plan P006/05*), details of a scheme for satellite dish/aerials shall be submitted to and approved by the Local Planning Authority prior to the occupation of the *property in the relevant phase*, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

#### OPEN SPACE MANAGEMENT PLAN

60. That details of a management plan for the management and maintenance of the public and communal open spaces including roof top gardens, allotments, and children's play spaces shall be submitted to and approved by the Local Planning Authority prior to the occupation of the residential units such agreed details to be implemented and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that a satisfactory standard of amenity space and play facilities is maintained for the future occupiers of the proposed development.

#### NOISE

61. The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are exposed to levels indoors not more than 35 dB LAeq 16hrs daytime and not more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason: In order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

#### VENTILATION

62. Reserved matters applications *for any phase which residential units*, must be accompanied by a PPG24 (or any equivalent that may replace it) Noise Assessment and "cooling strategy" in accordance with BS8233 and Building Regulations to demonstrate that the residential units will comply with the criteria set out in condition 61 of this permission. The noise assessment must include a full acoustic report of how the flats will be insulated to reduce and mitigate external and internal noise/vibration break in and meet the requirements of condition 61 and provide

details of how the heating and ventilation system will provide adequate natural ventilation and adequate cooling to prevent overheating (no overheating in bedrooms and living rooms where in these rooms there is a need for windows to be kept shut to achieve compliance with the noise levels set in condition 61. No works shall commence (*excluding the Site Preparation Works*) until these details have been submitted to and approved by the local planning authority and the development carried out in accordance with those details approved.

Reason: In order to secure a comfortable internal environment for the occupants of the residential properties.

#### NOISE – PLANT

63. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order to protect the amenity of nearby residential occupiers.

#### TRAVEL PLAN

64 That the applicant shall submit 2 travel plans, one for the residential one for the commercial use, the details of which shall be agreed in writing by the Local Planning Authority prior to the occupation of the proposed development. Such agreed details shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure sustainable travel and minimise the impact of the proposed development in the adjoining road network.

#### DETAILS OF CHILDRENS PLAY AREAS

65. No phase of residential development hereby permitted shall commence until a specification for the Children's Play Areas, has been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with National Playing Field Association 'Six Acre Standard' Best Practise Guidance (2001) and, unless otherwise agreed in writing by the Local Planning Authority, should include the following as a minimum:

- i. An activity zone of at least 400sqm in area that caters for children of 4-8 years in age
- ii. At least 5 types of play equipment (i.e. balancing, rocking etc.)
- iii. Appropriate boundary treatment to provide a continuous and secure boundary

- iv. A barrier to limit the speed of a child entering or leaving the facility
- v. At least 10 metres between the edge of the play area and the boundary of the nearest property
- vi. Planting around the perimeter
- vii. Adequate adult seating provision
- viii. Signage
- ix. Litter bin

Reason: In the interests of health and safety of users of the site and the amenity of local residents.

## ENERGY

66. A detailed energy strategy for the whole site shall be submitted with the detailed application for *the first phase of residential development*. This energy strategy should commit to meeting 2010 Building Regulations through energy efficiency alone. The details shall be approved by the Local Planning Authority and the development carried out in accordance with the approved details.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

## CODE FOR SUSTAINABLE HOMES

67. Reserved Matters applications in respect of *each phase of the development which includes residential properties* shall be accompanied by an Independent Sustainability Assessment, in accordance with Building Research Establishment guidelines, demonstrating that the residential properties are to achieve a minimum Level 4 rating under the Code for Sustainable Homes.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

## RESIDENTS AND BUSINESSES LIAISON GROUP

68. For the duration of the development the Applicant will establish and maintain a Liaison Group having the purpose of:

- (a) informing local residents and businesses of the design and development proposals;
- (b) informing local residents and businesses of progress of pre-construction and construction activities;
- (c) considering methods of working such as hours and site traffic;
- (d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- (e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;

- (f) providing advanced notice of exceptional works or deliveries;
- (g) providing telephone contacts for residents advice and concerns.

The Liaison Group will meet at least once every month with the first meeting taking place one month prior to Implementation and the meetings shall become bi-monthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

**THAMES WATER**

69. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**AIR QUALITY ASSESSMENT**

70. Before development commences (*excluding the Site Preparation Works*), an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied. In determining both the significance of exposure to air pollution and the levels of mitigation required, consideration should be given to the following Air Pollution Exposure Criteria Table.

Reason: In order to monitor and mitigate, where necessary, air quality in the immediate vicinity of the development.

	<b>Applicable Range</b> <b>Nitrogen Dioxide</b> <b>Annual Mean</b>	<b>Applicable Range</b> <b>PM10</b>	<b>Recommendation</b>
APEC – A	> 5% below national objective	Annual Mean: > 5% below national objective	No air quality grounds for refusal; however mitigation of any emissions should be

		24 hr: > 1-day less than national objective	considered.
APEC – B	Between 5% below or above national objective	Annual Mean: Between 5% above or below national objective 24 hr: Between 1-day above or below national objective.	May not be sufficient air quality grounds for refusal, however appropriate mitigation must be considered e.g., Maximise distance from pollutant source, proven ventilation systems, parking considerations, winter gardens, internal layout considered and internal pollutant emissions minimised.
APEC – C	> 5% above national objective	Annual Mean: > 5% above national objective 24 hr: > 1-day more than national objective.	Refusal on air quality grounds should be anticipated, unless the Local Authority has a specific policy enabling such land use and ensure best endeavours to reduce exposure are incorporated. Worker exposure in commercial/industrial land uses should be considered further. Mitigation measures must be presented with air quality assessment, detailing anticipated outcomes of mitigation measures.

HEALTH AND SAFETY EXECUTIVE – REVOCATION OF HAZARDOUS SUBSTANCES CONSENT

71. No part of the development shall be occupied until The Hazardous Substances Consent for the gasholder station has been revoked or varied in accordance with the Planning Hazardous Substances Act 1990, as amended, such that the Health



and Safety Executive (HSE) does not advise that permission should be refused on safety grounds, and written confirmation of the necessary revocation or variation has been issued by the London Borough of Haringey as local planning authority.

Reason: In the interests of health and safety, it is necessary to ensure that the adjoining gas infrastructure will not present a risk to safety.

#### INFORMATIVES:

##### INFORMATIVE – DEFINITION OF SITE PREPARATION WORKS

“Site Preparation Works” is defined as *“Works of demolition (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigation or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the development, the laying, removal or diversion of services, the provision of construction compounds or piling works) the removal of hard-standing, construction of temporary access, temporary highway works temporary internal estate roads and relocation and erection of the Pressure Reduction Stations”*”.

##### INFORMATIVE – AIR QUALITY ASSESSMENT

The Air Quality Review and Assessment for the London Borough of Haringey has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out - habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint - setting further away from source of poor air quality. 6) Having non openable windows.

The Air Quality Assessment report should have regard to the air quality predictions and monitoring results from the Authority’s Review and Assessment available from the Council web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

##### INFORMATIVE – LONDON FIRE AND EMERGENCY PLANNING AUTHORITY

Burning is not the recommended method of disposing of waste materials and you should contact the Local Authority’s Environmental Health Department who will advise on any legislation or by-laws that may be applicable before such methods are employed.

However, if burning is to take place, then the following precautions should be taken:

All timber and other flammable materials are to be removed from the building and timber buildings are to be demolished, before burning is commenced, to prevent:  
Persons being trapped with burning buildings; and  
Premature collapse of the buildings due to heat damage or to the burning away of supporting structure.

The controlled burning of all materials is to take place at one point. The surrounding area should be clear of all other flammables to prevent fire spread to adjoining properties. The Fire Brigade is to be consulted prior to the commencement should any doubt arise.

The contractor is to ensure the burning of flammable materials is under the direct control of a designated person who shall be provided with suitable emergency fire fighting equipment and instruction on how to call the Brigade, including the location of the nearest exchange telephone.

Should the fire get out of control the Fire Brigade is to be called immediately using the '999' system procedure.

No fire is to be left unattended under any circumstances. All fires are to be extinguished completely before the site is vacated at the end of the day or on completion of the contract.

NB. It should be noted that demolition of masonry on top of a fire is not acceptable as a means of extinguishing the fire.

Where demolition is to include the 'hot cutting' of oil storage tanks or associated plant, further advice on "process safety" issues should be sought from the Health and Safety Executive (HSE).

NB. Where hot cutting has already commenced and advice on process safety has not already been sought from HSE, then operations should cease until such time as that advice is provided.

#### INFORMATIVE - ENVIRONMENT AGENCY - WATER RESOURCES ACT 1991

Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Moselle Brook, designated a 'main river'.

Drainage plans should be submitted for each phase of the development showing how discharges will be managed. A schematic drawing showing drainage features including foul and surface drainage runs, interceptors, the location and protective measures employed around areas used for the storage of waste, oils and chemicals will be helpful in approving each scheme.

Dewatering has the potential to affect watercourses and groundwater and is subject to control by the Environment Agency under the Water Resources Act 1991 and the Water Act 2003. The applicant should contact the Environment Agency on 08708 506 506 for further information if dewatering is necessary.

#### INFORMATIVE - ENVIRONMENT AGENCY – WATER EFFICIENCY

The Thames Region including all London Borough's have been identified as an area of 'serious' water stress'. Therefore water conservation and water efficiency measures need to be core themes in any new development.

Through committing to Code for Sustainable Homes Level 4 in all residential properties, this will achieve the London Plan Policy 4A.16 of the maximum water use target of 105 litres per person per day for residential development.

In terms of commercial development proposals, they will need to demonstrate that the proposal incorporates water conservation measures. We suggest that all such commercial developers design their building in accordance with the Building Research Establishments Environmental Assessment Method (BREEAM) recommendations'. Water efficiency measures can found on the Envirowise web-site [www.envirowise.gov.uk](http://www.envirowise.gov.uk).

This is to ensure compliance with communities and Local Government standards for water efficiency in new buildings.

#### INFORMATIVE – PROTECTION OF SPECIES

The protection afforded to species under UK and EU legislation is irrespective of the planning system and the applicant should ensure that any activity they undertake on the application site (regardless of the need for planning consent) must comply with appropriate wildlife legislation. Failure to do so may result in fines and potentially, a custodial sentence.

#### INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

#### INFORMATIVE – NAMING AND NUMBERING

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 – WASTE

In accordance with Section 34 of the Environmental Protection Act and the Duty of Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.

#### INFORMATIVE – PUBLIC EVENTS

Any events to be held in the public squares or parks will be subject to applicants for appropriate licenses from the local authority.

#### INFORMATIVE – THAMES WASTE – WASTE COMMENTS

Surface Water Drainage – With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

#### INFORMATIVE – THAMES WASTE – PUBLIC SEWERS AND WATER MAINS

There are public sewers crossing this site, and no building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Waters assets be required, the applicant should be advised to contact Thames Water Developer Services on 0845 850 2777. There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 3 metres of them and will require 24 hours access for maintenance purposes.

#### INFORMATIVES – THAMES WATER – WATER MAIN DIVERSIONS

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

#### INFORMATIVE – RESIDENTS AND BUSINESSES LIAISON GROUP

The makeup of the Residents and Businesses Liaison Group that is required to be established under condition 68 is to be agreed in writing with the Council prior to its establishment.

**10.0 APPENDICES**

10.1 APPENDIX 1: Consultation Responses

10.2 APPENDIX 2: DM Forum summary

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	<b>Waste Management</b>	<p>The variation of the proposed site preparation works will require storage for both refuse and recycling waste either internally or externally. Arrangements for scheduled collections with a Commercial Waste Contractor will be required.</p>	Noted
	<b>Transportation</b>	<p>No objection subject to following conditions:</p> <p>(1) The applicant/developer are required to submit a Construction management plan CMP) and Construction Logistics Plan (CLP) for the local authority's approval 2 months (two months) prior to construction work commencing on site. The Plans should providedetails on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Mary Neuner Road, Coburg Road, Mayes Road, Station Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, and where possible will not impact on the school opening and closing times.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>2)The applicant will be required to provide a Construction Travel Plan which must be submitted to the Council prior to construction commencing on site, the travel plan must identify measures to promote travel by sustainable modes of transport to and from the site including the following measures:</p> <p>3) Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant appoints a travel plan co-ordinator who must work in collaboration with the project manager to monitor the travel plan</p>	Noted. These issues are already covered under condition 22 and the s106 agreement.

No.	Stakeholder	Question/Comment	Response
		<p>initiatives.</p> <p>b) Provision of welcome packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers, secure tool storage facility and changing rooms facility.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) for travel plan monitoring</p>	
	<b>EXTERNAL</b>		
	<b>Greater London Authority</b>	<p>The application raises no strategic issues however the following should be addressed:</p> <p>Condition 9 should be amended to take account of current planning guidance.</p> <p>(a) On the first line the words "Policy 3.5" should be added after the words "London Plan (2011)</p> <p>(b) Reference to the London Housing Design Guide (Interim Edition 2010) should be changed to the London Housing Supplementary Planning Guidance 2012</p>	Noted. Condition 9 amended.
	<b>Transport for London</b>	<p>No objection however the following should be addressed:</p> <p>(a) Clarify the number of workers expected to be on site for during Site Preparation Work;</p> <p>(b) Provision of cycle parking facility and adequate pedestrian access on site;</p> <p>(c) Submission of CLP and construction phase travel plan for the Work;</p>	Details will be sought when discharging condition 22, which has been amended accordingly. There will be a maximum peak of 25 staff on site.

No.	Stakeholder	Question/Comment	Response
	Natural England	No objection. Previous advice stands.	Noted.
	Network Rail	No objection but set out detailed requirements for maintenance access, landscaping for any nearby development.	Noted. Applicant notified.
	Environment Agency	<p>Both conditions 17 (contaminated land - verification report and 19 method of piling must be satisfied before construction of the "Pressure Reduction Stations" because these will require foundation works and will impede any further remedial work of the contamination.</p> <p>The applicant must avoid, wherever possible, exposing contaminated areas and then leaving these areas open to the elements for any extended period of time (more than a few months). The contaminated ground should be cleaned up as soon as possible after any overlying concrete or capping is broken up or taken away. This is because rainwater infiltrating through the made ground will wash contaminants into the local water environment.</p>	<p>Noted and followed.</p> <p>Informative added.</p>
	<b>RESIDENTS/BUSINESSES</b>		
	Parkside Malvern Residents Association	<ol style="list-style-type: none"> <li>1. Application does not include details of hoardings, works affecting boundaries, remediation, protection of trees, services and utilities, protection of Moselle Brook, traffic management</li> <li>2. The planning statement suggests that if changes to the outline are supported by policy they will be acceptable</li> <li>3. The planning boundary excludes the Olympia Business Park. The site should be comprehensively developed.</li> <li>4. The time limits in the outline consent should remain</li> </ol>	<ol style="list-style-type: none"> <li>1. These details are reserved for later approval</li> <li>2. No changes to the outline scheme are proposed</li> <li>3. The site boundary has been corrected and includes the trading estate</li> <li>4. The time limits cannot be amended under a s.73 application.</li> </ol>
	<b>11 objections from local residents/businesses</b>	<ol style="list-style-type: none"> <li>1. Conditions should remain in force</li> <li>2. Application fails to provide details on how surrounding businesses and residents will be protected from demolition and construction impacts (dust, noise, traffic, pollution, security etc)</li> <li>3. The impact on socio-economic impacts should be included in</li> </ol>	<ol style="list-style-type: none"> <li>1. The conditions will remain but only phasing of submission of information will change</li> <li>2. These details are reserved for later approval</li> <li>3. The Environmental statement deals only with the impact of the phased submission of information</li> <li>4. Noted but the merits of the approved scheme are</li> </ol>



No.	Stakeholder	Question/Comment	Response
		<p>the Environmental Statement</p> <ol style="list-style-type: none"> <li>4. The development would result in loss of employment on Olympia Trading estate</li> <li>5. Impact on traffic</li> <li>6. Impact on gas holders. They should be retained.</li> <li>7. Design and impact on character of the area</li> <li>8. The site must be secured against trespass</li> <li>9. Lighting details must be known before preparation works</li> <li>10. Works should not take place at night</li> <li>11. The EIA contains specific information on demolition and construction work which may be different from that submitted with the original EIA</li> <li>12. The definition of site preparation works includes some temporary buildings</li> <li>13. Insufficient consultation</li> <li>14. Lack of accountability of sub-contractors</li> </ol>	<p>not under consideration</p> <ol style="list-style-type: none"> <li>5. See above</li> <li>6. See above</li> <li>7. See above</li> <li>8. Boundary treatment is reserved for later approval</li> <li>9. Details reserved for later approval</li> <li>10. See above</li> <li>11. The EIA assesses the impact of the varied conditions in the context of the previous EIA. There is no change to the outline scheme</li> <li>12. Some temporary buildings are required to facilitate the site preparation works</li> <li>13. The council all those who were consulted on the 2012 outline application</li> <li>14. Such details to be determined once contractors will be appointed</li> </ol>
	<p><b>Alexandra Park and Palace Conservation Area Advisory Committee</b></p>	<p>Wish to stand by their objection to the overall scheme on grounds of impact on conservation area</p>	<p>Noted but the merits of the approved scheme are not under consideration</p>
	<p><b>Greater London Industrial Archaeology Society</b></p>	<p>The gasholders should be retained in full or as part of a new development.</p>	<p>The principle of demolition of the gas holders has been established and the merits of this cannot be revisited under this application.</p>

Haringey Heartlands Development Management Forum Notes

21<sup>st</sup> January 2014 7-9pm West Indian Cultural Centre

12<sup>th</sup> February 2014 7-9pm West Indian Cultural Centre

Attendees:

Chaired by Emma Williamson, Head of Development Management, Haringey Council

Also attended by Jeffrey Holt, Planning Officer and Tay Makoon, Member Liaison (12<sup>th</sup> February 2014 Forum)

Attended by representatives from Deloittes and National Grid,

## Summary

The key issues raised by attendees at the Forum meetings were:

### *Application details and information*

- Description is unclear
- The EIA is missing information
- The ecological survey is insufficient
- The website is missing information
- There are anomalies in the information submitted

### *Demolition and Construction*

- There will be serious impact from dust, noise, odours, vibration from machines and vehicles
- The community liaison group requirement should be brought forward and include businesses
- Will there be contaminated or toxic waste? How will it be treated? Possibly. By bioremediation
- Local businesses should be compensated
- How will sub-contractor liabilities be accounted for?
- There are land issues which should be negotiated on

### *Timing*

- When will a decision be made? March 2014
- When will reserved matters be submitted? When a contractor is appointed
- When will construction begin? Spring 2016

- There seems to be a rush
- A development partner should have been appointed by now
- Phasing should have been built into the outline permission
- This application slows down the process and extends inconvenience
- Why are so many things still not certain? They will not be certain until a contractor is appointed

#### *Transport and Traffic*

- Concerns were raised over impact on traffic from site preparation works
- Has any work been done on the Traffic Management Plan?
- Wightman Road has a weight limit
- Lorries should not go through residential streets

#### *Consultation*

- Not all local residents received consultation letter or invitation letters
- Is this the first public meeting? The applicant held their own exhibitions
- Councillors did not attend
- A database of contact should be set up for future developments

#### *Reserved Matters*

- What will issues are still reserved matters? Only access and building size have been secured so far
- How will reserved matters be assessed? By the Local Planning Authority, normally without consultation and by delegated powers

#### *Impact from overall development consented in outline*

- There is still an opportunity to review the scheme and Haringey has influence on National Grid
- Amount of development is excessive
- Insufficient affordable housing
- The gas holders should be retained or at least the smaller one
- The Kings Cross gas holders were retained
- The design
- Impact from traffic
- Cumulative impact with Hornsey High Street development
- Impact on social infrastructure such as schools and health
- A local GP expressed a wish to move into the Heartlands Development
- Has the s106 contribution changed? No



Planning Sub Committee 10<sup>th</sup> March 2014

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>Reference No:</b> HGY/2014/0053	<b>Ward:</b> Woodside
<b>Address:</b> New River Sports Centre White Hart Lane N22 5QW	
<p><b>Proposal:</b> Alterations, extension and improvement to the existing grandstand, alterations, extension and improvements to the existing old pavilion, erection of an air dome structure (accommodating 4 No. tennis courts) resurfacing of the existing multi use games area (MUGA), new 5-a-side 3G pitch complex (accommodating 10 x 5-a-side 3G pitches), new 3G mini football pitch. Refurbishment of the existing 400m athletics track, new 3G pitch located on athletics track infield area, Introduction of a new 'Trim Trail' and boundary improvements</p>	
<b>Existing Use:</b> Leisure	<b>Proposed Use:</b> Leisure
<b>Applicant:</b> Mr Anthony Cawley Fusion Lifestyle	
<b>Ownership:</b> London Borough of Haringey	
<b>Date received:</b> 02/01/2014	
<b>Amended plans received:</b> 27/02/2014	
<b>Drawing number of plans and documents:</b>	
<u>Drawings</u>	
13.263.P01	Location Plan;
13.263.P02	Existing Site Plan (index);
13.263.P03	Existing Site Plan Sheet 1 of 5;
13.263.P04	Existing Site Plan Sheet 2 of 5;
13.263.P05	Existing Site Plan Sheet 3 of 5;
13.263.P06	Existing Site Plan Sheet 4 of 5;
13.263.P07	Existing Site Plan Sheet 5 of 5;
13.263.P08	Existing Site Sections/Elevations (Index sheet 1);
13.263.P09	Existing Site Sections/Elevations (Index sheet 2);
13.263.P10	Existing Site Section A - A (South East Elevation);
13.263.P11	Existing Site Section B - B;
13.263.P12	Existing Site Section C - C;
13.263.P13	Existing Site Section D - D (North West Elevation);
13.263.P14	Existing Site Section E - E (North East Elevation);
13.263.P15	Existing Site Section F - F;
13.263.P16	Existing Site Section G - G (West Elevation);
13.263.P17	Grandstand Existing Plans;
13.263.P18	Grandstand Existing Elevations and Section;
13.263.P19	Old Pavilion Existing Plan, Elevations and Section;
13.263.P20	Proposed Site Plan (index);
13.263.P21	Proposed Site Plan Sheet 1 of 5;
13.263.P22	Proposed Site Plan Sheet 2 of 5;
13.263.P23	Proposed Site Plan Sheet 3 of 5;

13.263.P24	Proposed Site Plan Sheet 4 of 5;
13.263.P25	Proposed Site Plan Sheet 5 of 5;
13.263.P26	Proposed Site Sections/Elevations (Index sheet 1);
13.263.P27	Proposed Site Sections/Elevations (Index sheet 2);
13.263.P28	Proposed Site Section A - A (South East Elevation);
13.263.P29	Proposed Site Section B – B;
13.263.P30	Proposed Site Section C – C;
13.263.P31	Proposed Site Section D - D (North West Elevation);
13.263.P32	Proposed Site Section E - E (North East Elevation);
13.263.P33	Proposed Site Section F – F;
13.263.P34	Proposed Site Section G - G (West Elevation);
13.263.P35C2	Grandstand Proposed Plans;
13.263.P36C2	Grandstand Proposed Elevations and Section;
13.263.P37	Old Pavilion Proposed Plan, Elevations and Section;
E01	Proposed Court Lighting Vertical Overspill Details;
E01	Proposed Court Lighting Horizontal Overspill Details;
E01	Proposed Court Lighting;
E03	Existing Light Overspill;
	Existing Surface Water Drainage, ref. Figure: B.4;
	Proposed Surface Water Drainage, ref. Figure: C.4;
	Existing Site Permeability, ref. Figure: C.1;
	Unmitigated Proposed Site Permeability, ref. Figure: C.2; and
	Mitigated Proposed Site Permeability, ref. Figure: C.3

**Documents**

Planning, Design and Access Statement, ref. White Hart Lane Community Sports Project;  
 Transport Assessment , ref. TC/615674/JIR;  
 White Hart Lane Sports Flood Risk Assessment, ref. V3.0;  
 Phase II Geo-environmental Assessment Report, ref. DMB/771450/R2;  
 White Hart Lane Sports Centre Proposed Flighting Upgrade, ref SP1006\_1  
 Phase 1 Ecological Scoping Survey, ref 1026\_Rev B & Appendix A Rev A - Site plan with proposed mitigation

**Case Officer Contact:** Aaron Lau

**PLANNING DESIGNATIONS:**

Metropolitan Open Land (MOL)  
 Local Ecologically Valuable Site

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and referring the planning application to Secretary of State and subject to the removal objection of the Environment Agency.

**SUMMARY OF REPORT:**

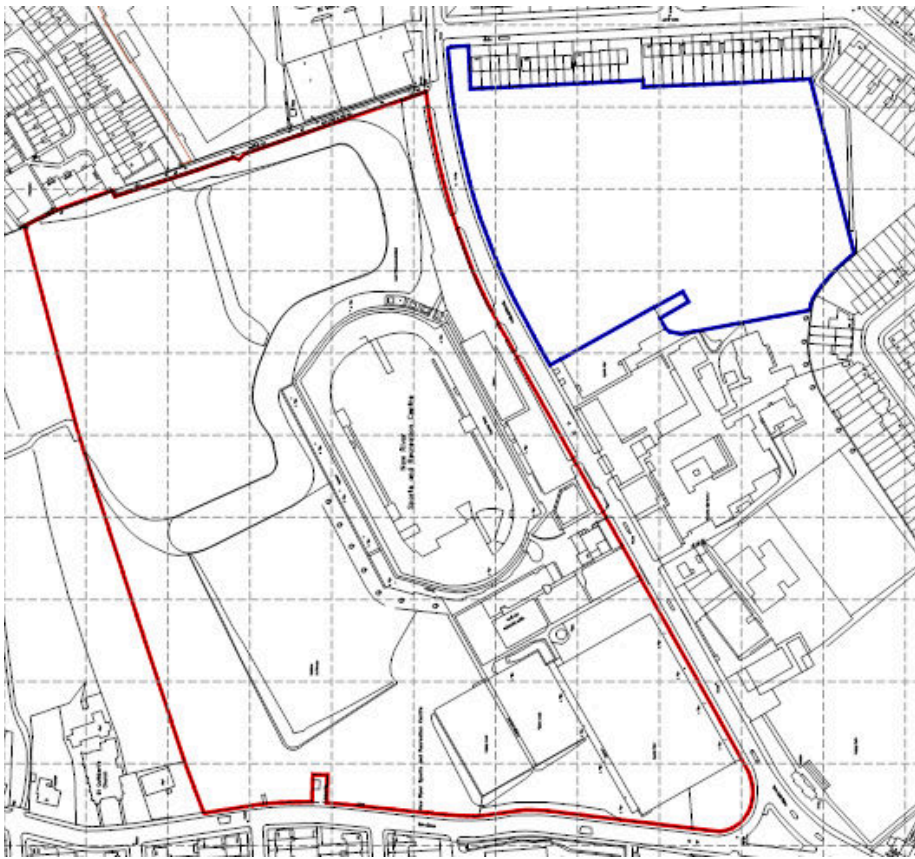
This planning application seeks to comprehensively upgrade, improve and enhance the existing sports facilities at New River Sports Centre White Hart Lane which would encourage and foster healthier lifestyles and the increased uptake of physical activities in accordance with the Haringey’s Sustainable Community Strategy, the NPPF and London Plan and Local Plan Policies to help to contribute towards a healthier and inclusive community.

The site is designated in the Council's Local Plan as Metropolitan Open Land (MOL) and is a Local Ecologically Valuable Site. It is considered that the proposal subject to site wide ecological management plan condition, in addition to the replacement of existing grassed playing fields with 3G sports pitches would adhere to the policies relevant to these designations.

Officers deem the design of the proposal sensitive and would not have a significant degree of impact upon the character and visual amenity of the site and surroundings. The siting of the green tennis dome in a dip which would be screened by boundary trees is considered not to have a material adverse impact on the amenity of adjacent properties within Wolves Lane and the surrounding area generally.

The proposal does not prejudice existing road conditions regarding vehicular movement along White Hart Lane and the local road network generally, and would not cause any further pressure on parking in the locality.

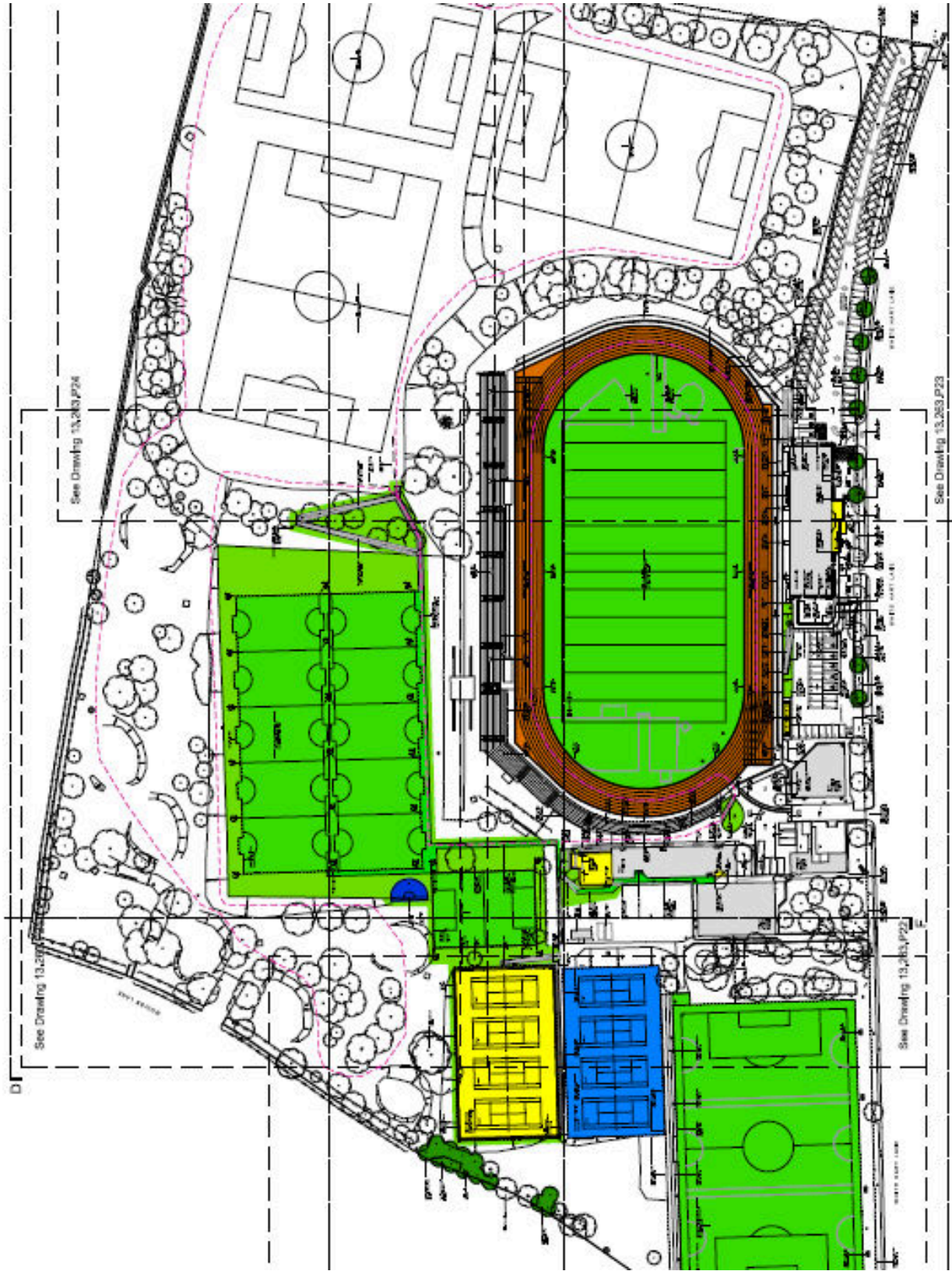
The proposal has been inclusively designed, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.



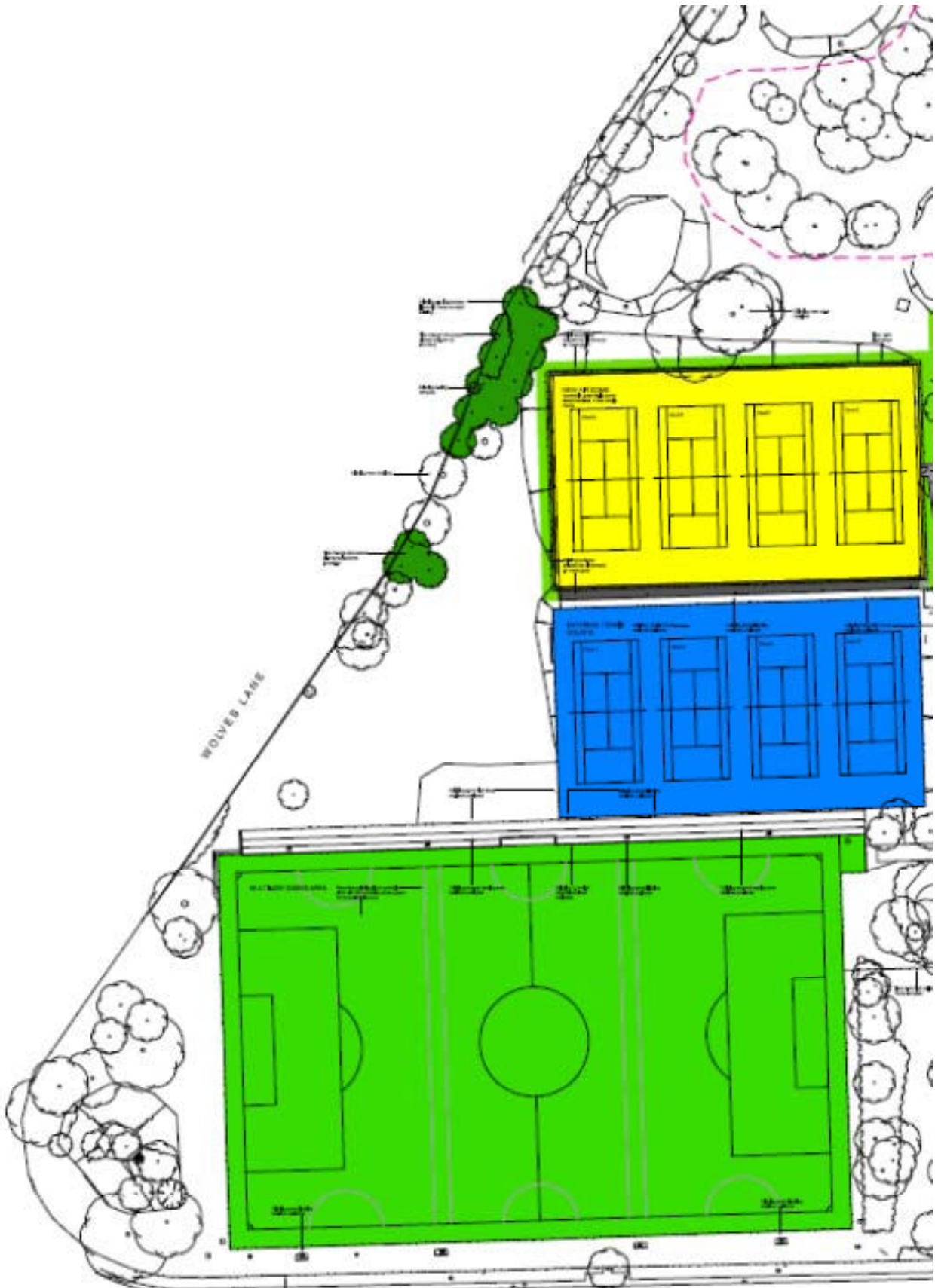
1.0 SITE PLAN



2.0 DRAWINGS & IMAGES

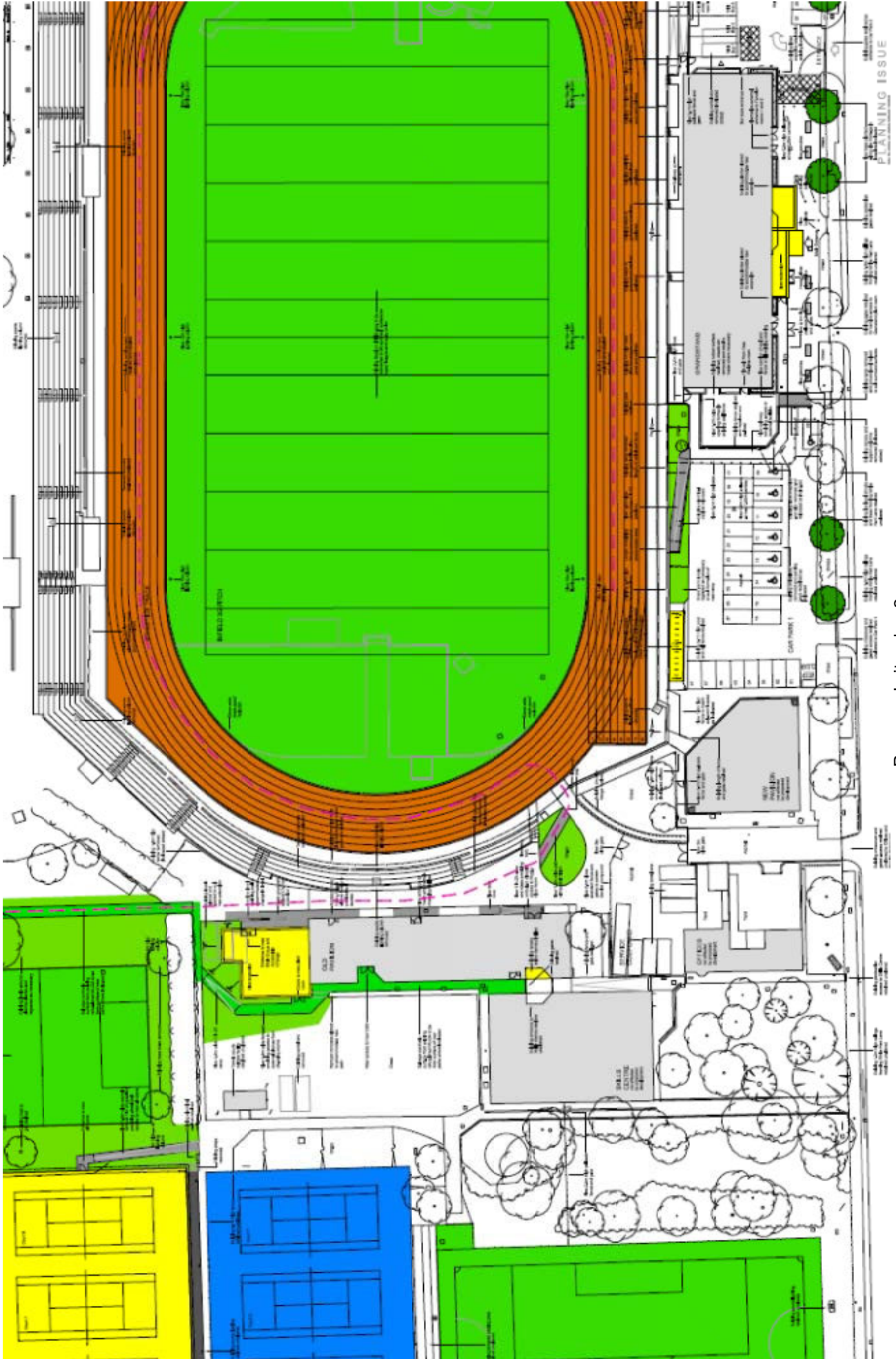


Proposed site plan



Proposed site plan 1





Proposed site plan 2

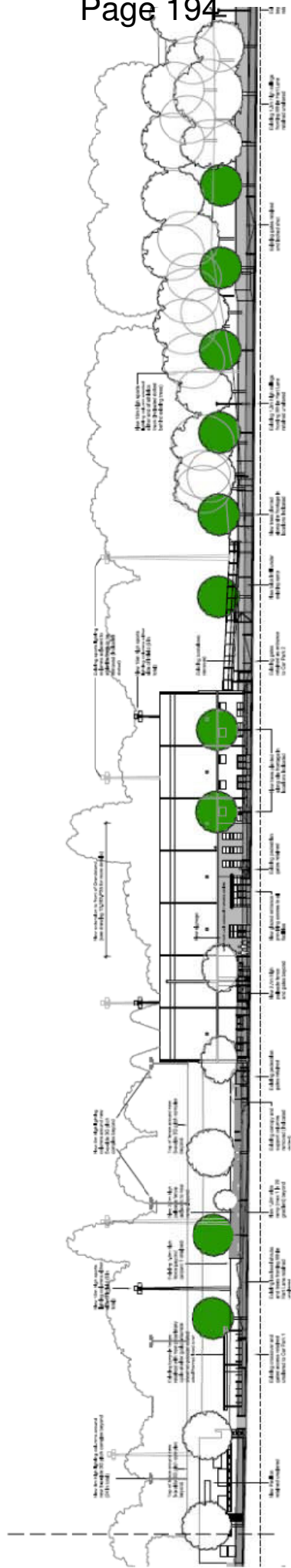
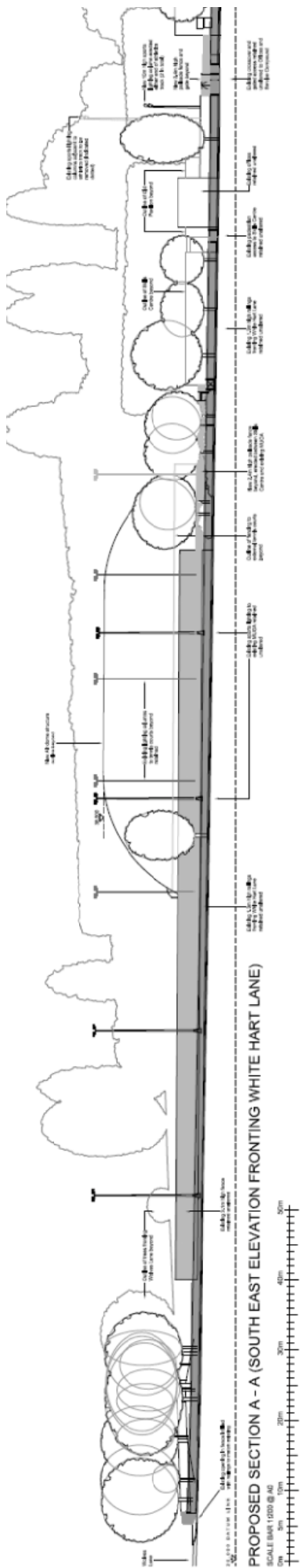


Proposed site plan 3

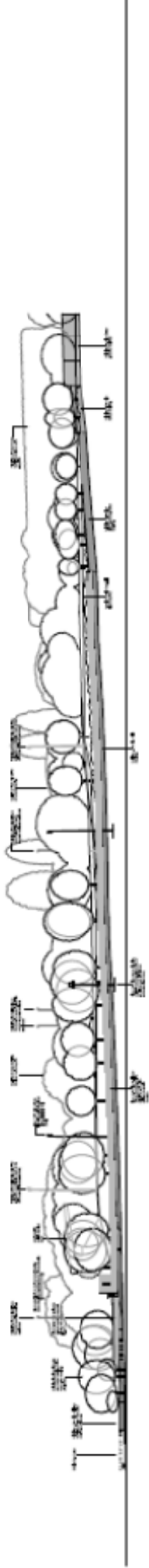




Proposed site plan 4

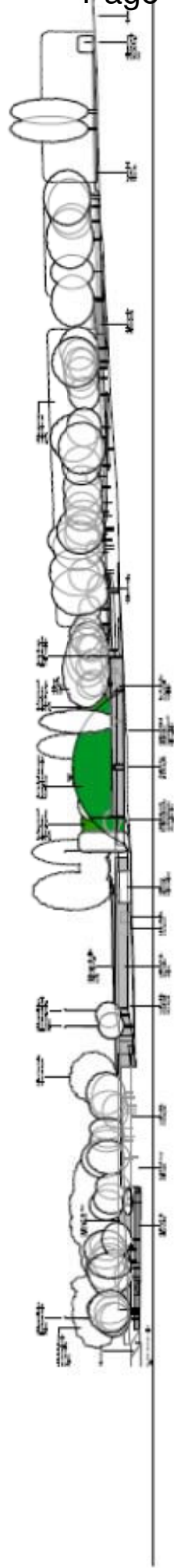


Proposed site sections and elevations 1



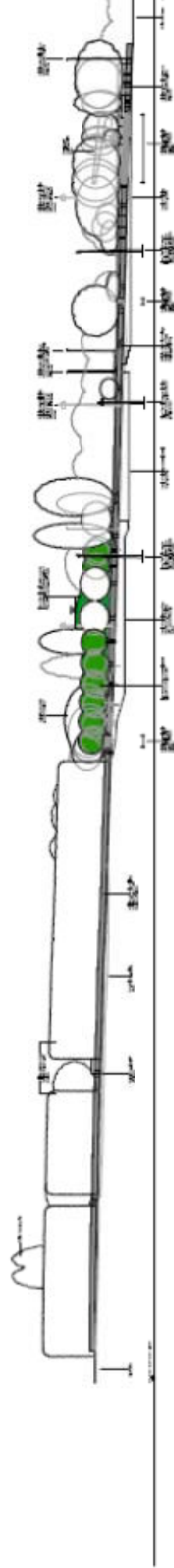
PROPOSED SECTION E - E (NORTH EAST SITE BOUNDARY ELEVATION)

SCALE BAR 1:500 @ A0  
0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m



PROPOSED SECTION F - F

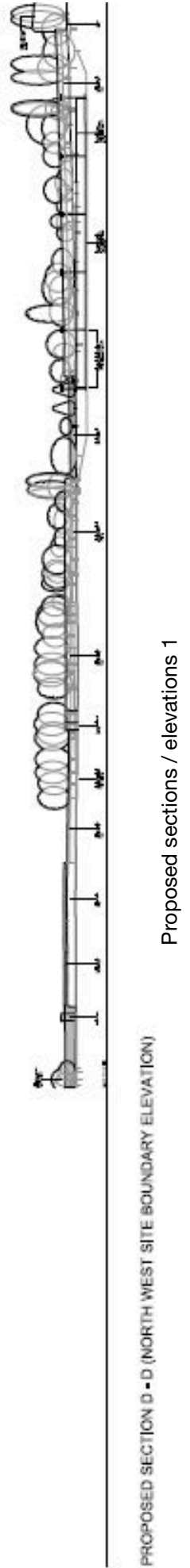
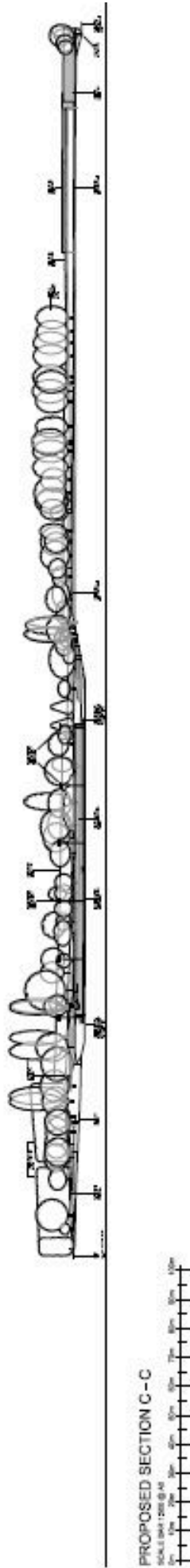
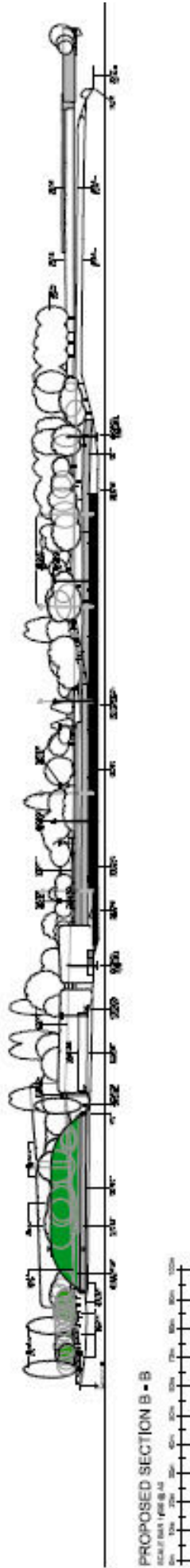
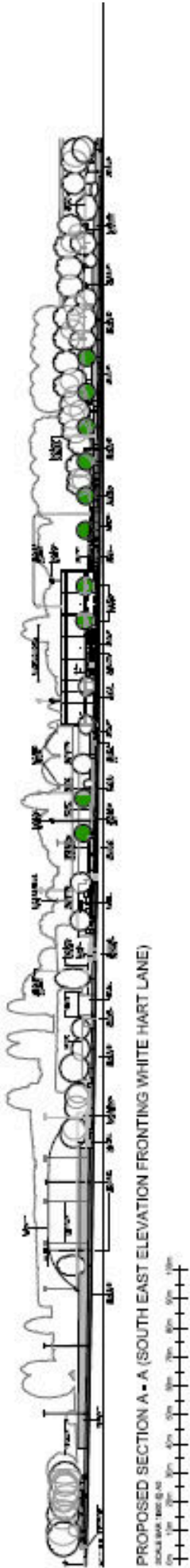
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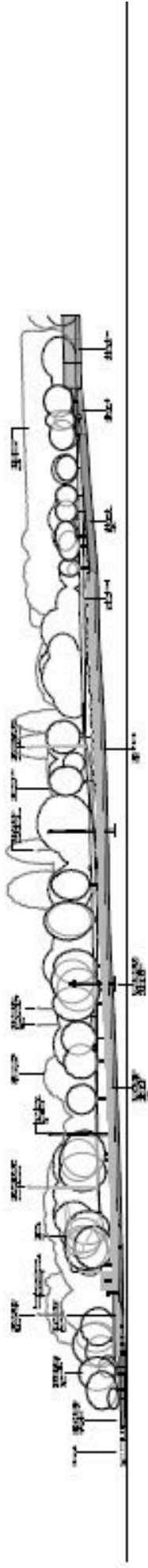
PROPOSED SECTION G - G (WEST ELEVATION FRONTING WOLVES LANE)

Proposed site sections and elevations 2



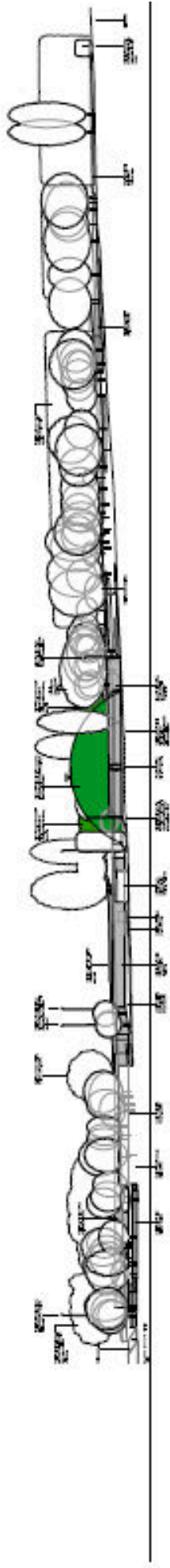






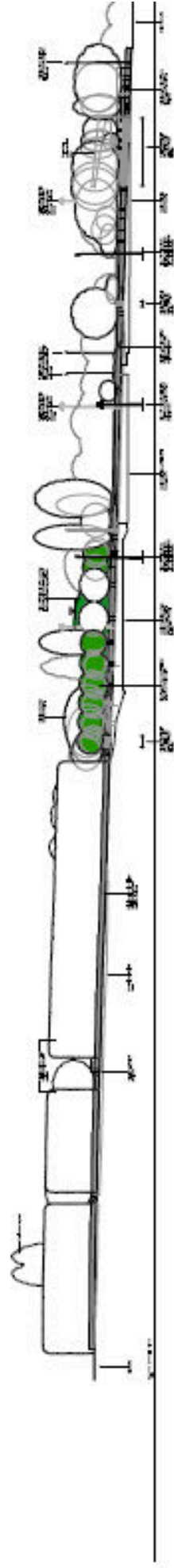
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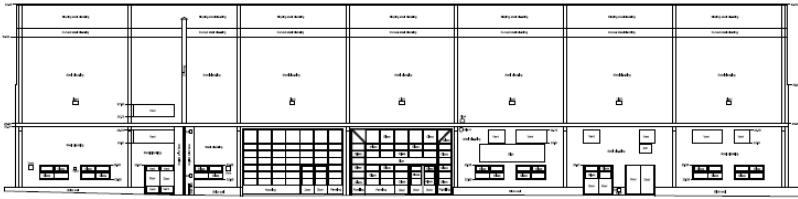
PROPOSED SECTION F - F

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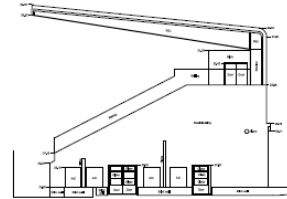


PROPOSED SECTION G - G (WEST ELEVATION FRONTING WOLVES LANE)

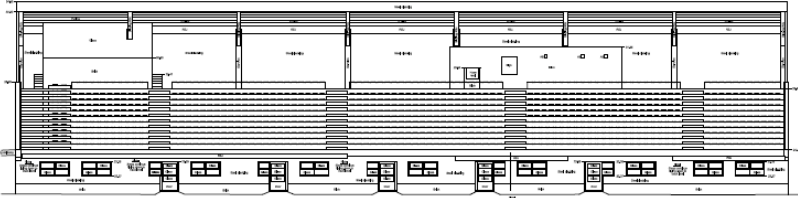
Proposed sections / elevations 2



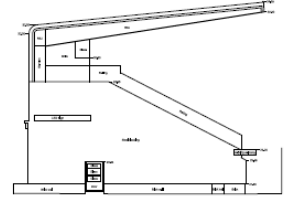
EXISTING SOUTH EAST ELEVATION



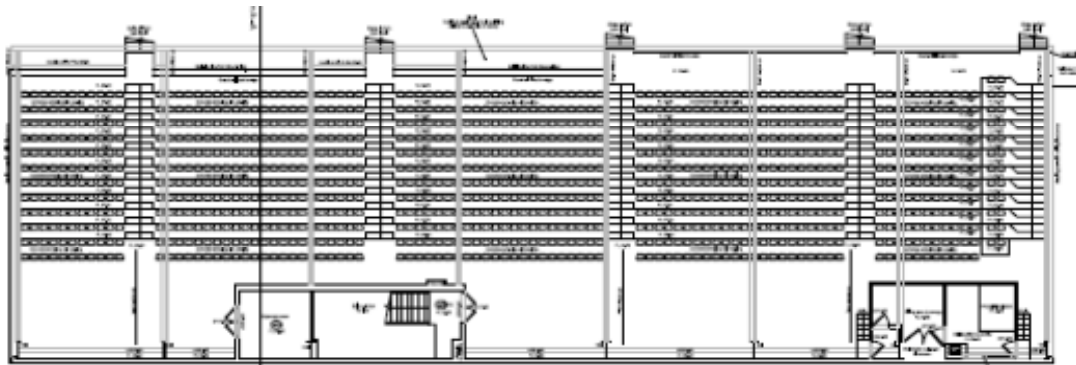
EXISTING SOUTH WEST ELEVATION



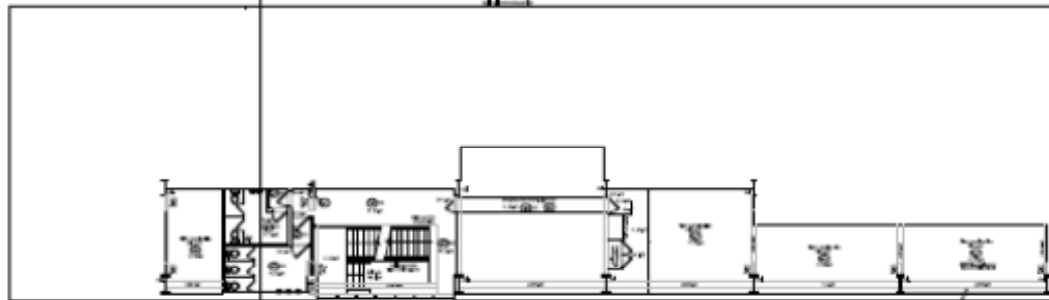
EXISTING NORTH WEST ELEVATION



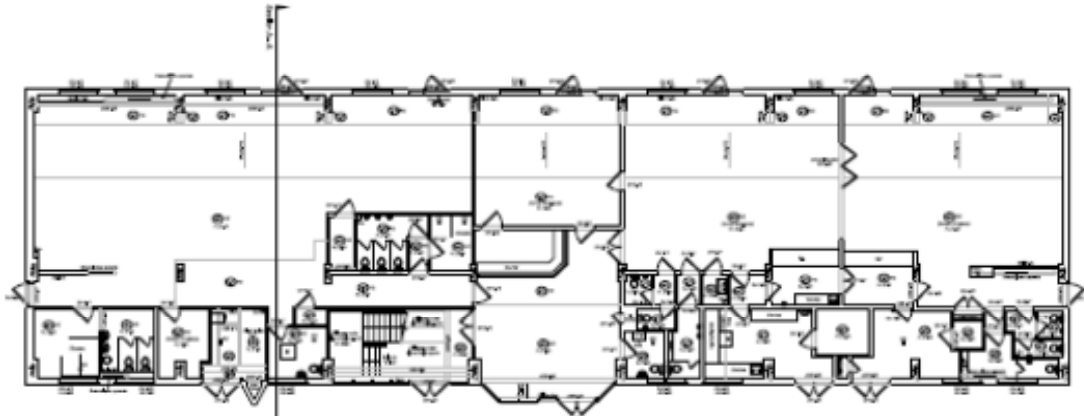
EXISTING NORTH EAST ELEVATION



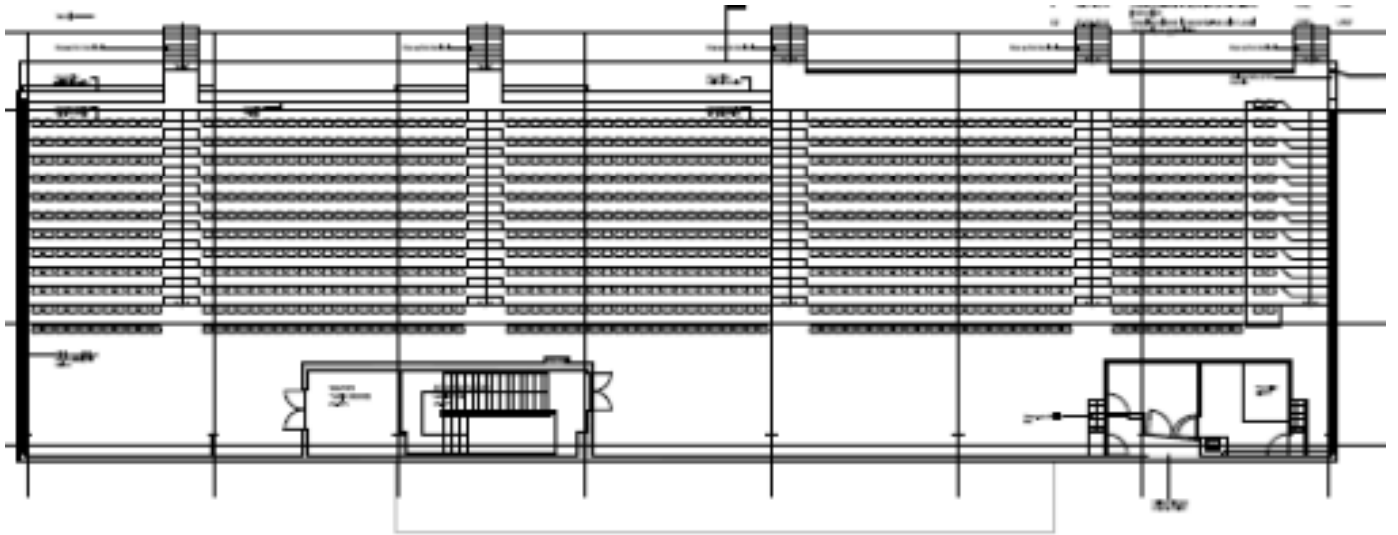
EXISTING GRANDSTAND PLAN



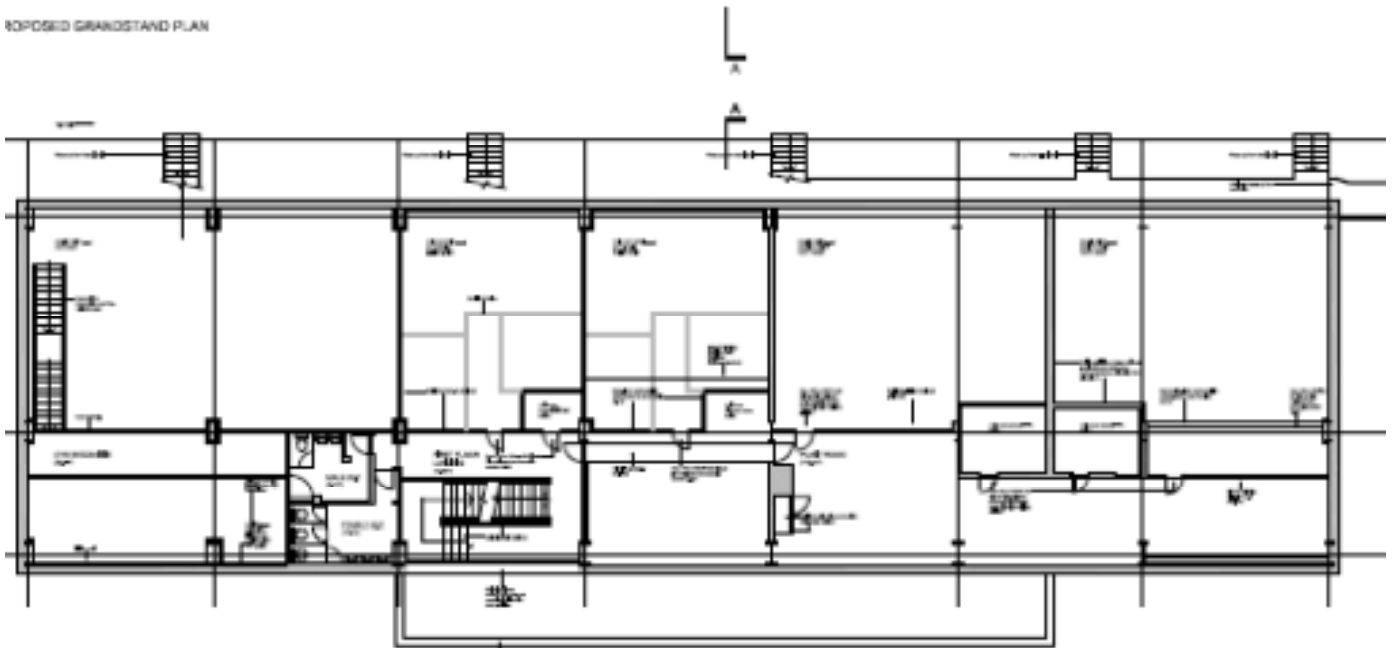
EXISTING FIRST FLOOR PLAN



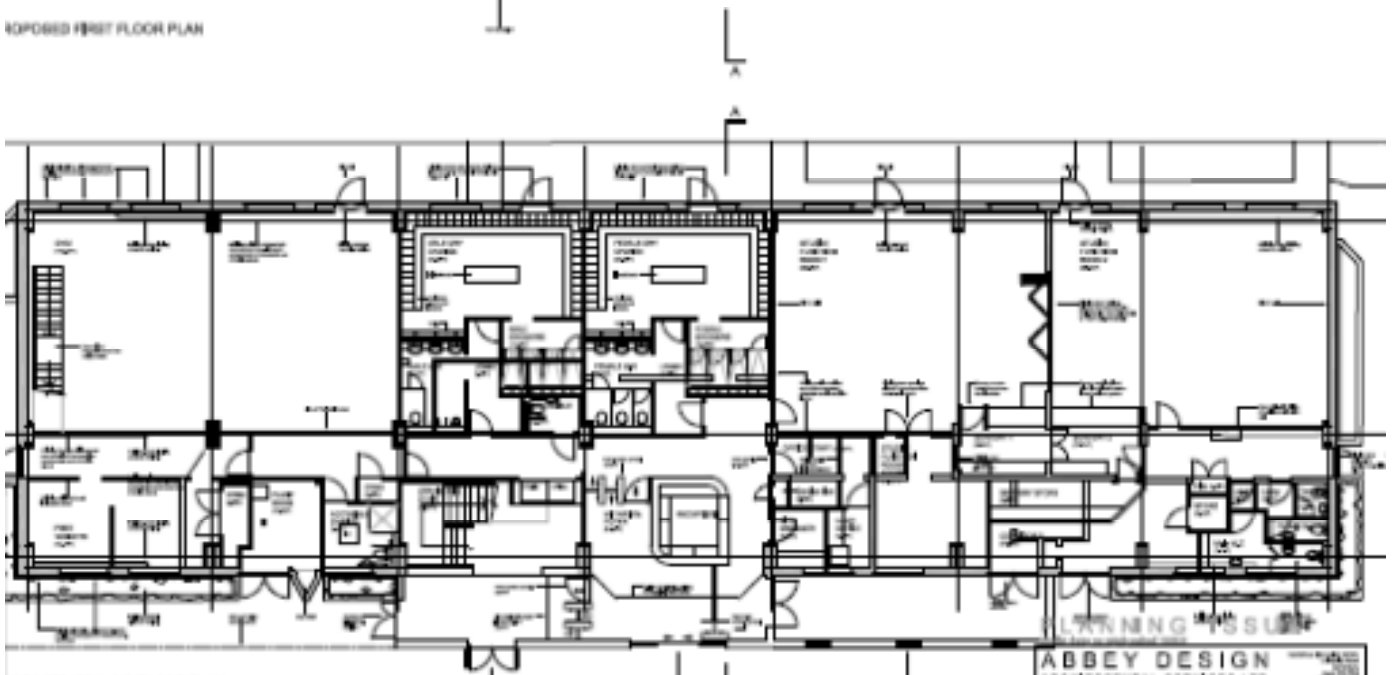
Existing grandstand plans and elevations



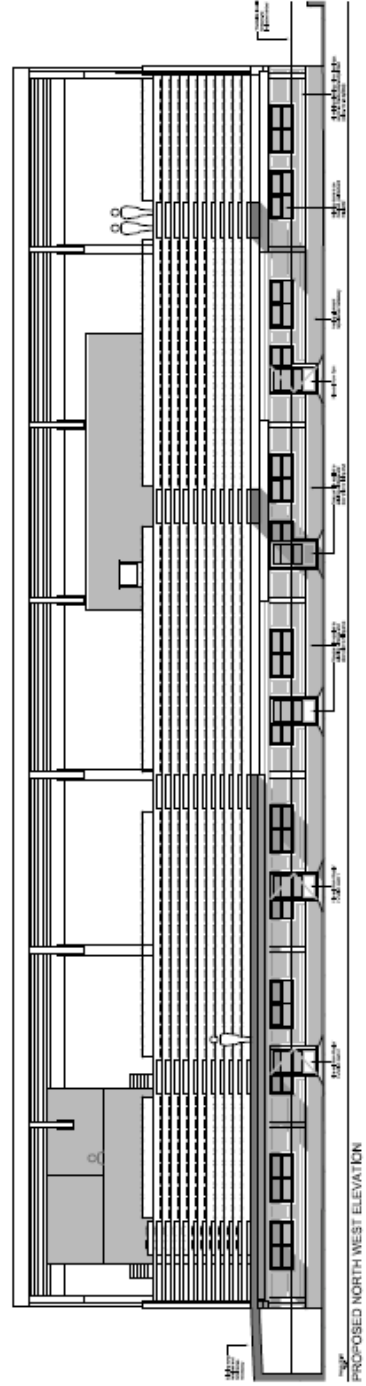
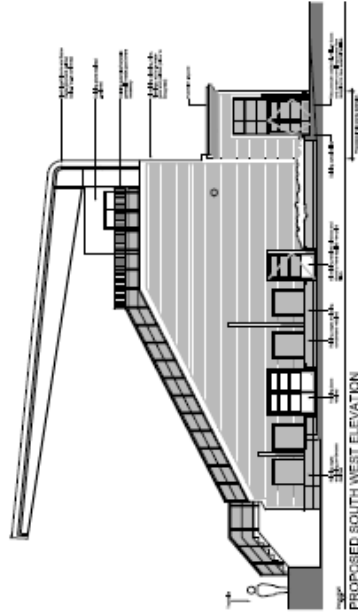
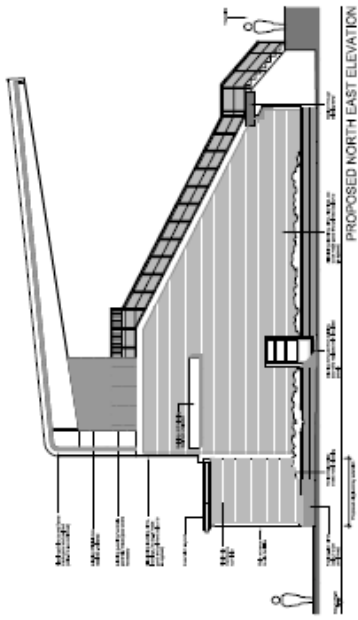
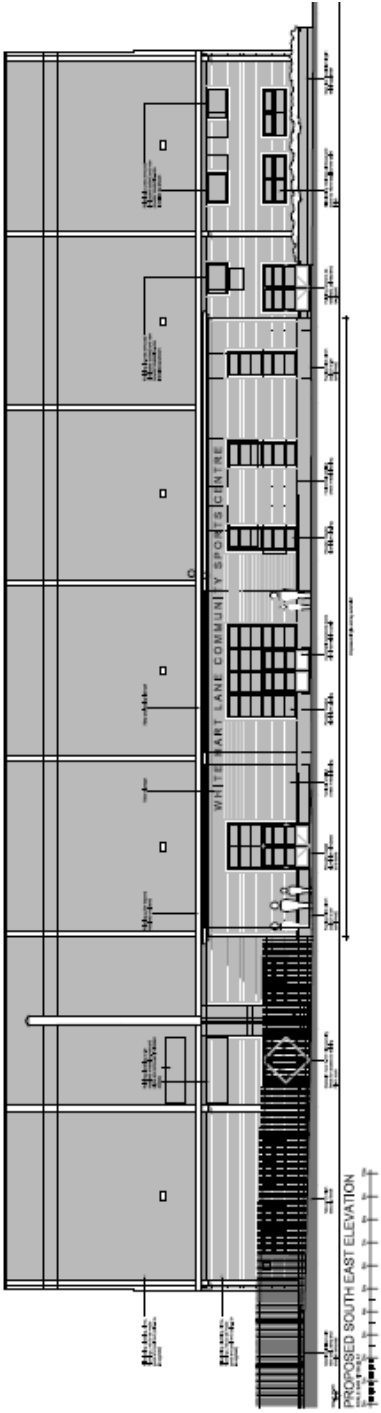
PROPOSED GRANDSTAND PLAN



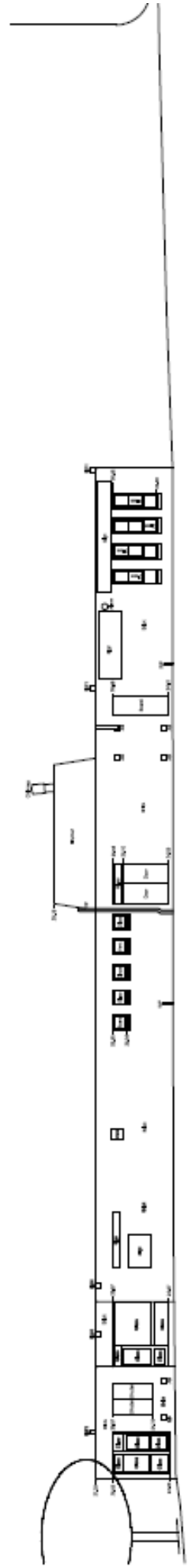
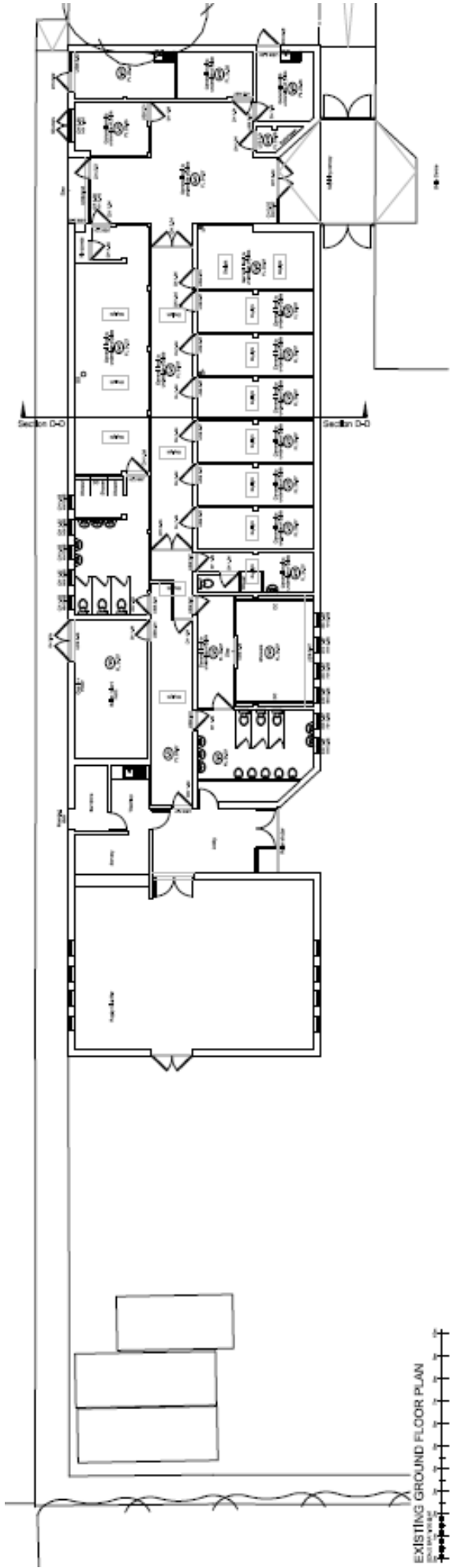
PROPOSED FIRST FLOOR PLAN



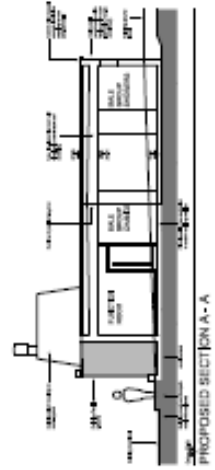
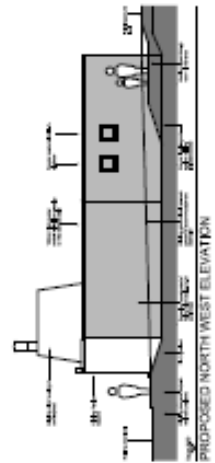
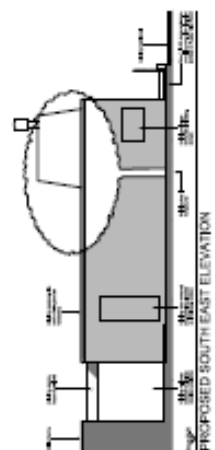
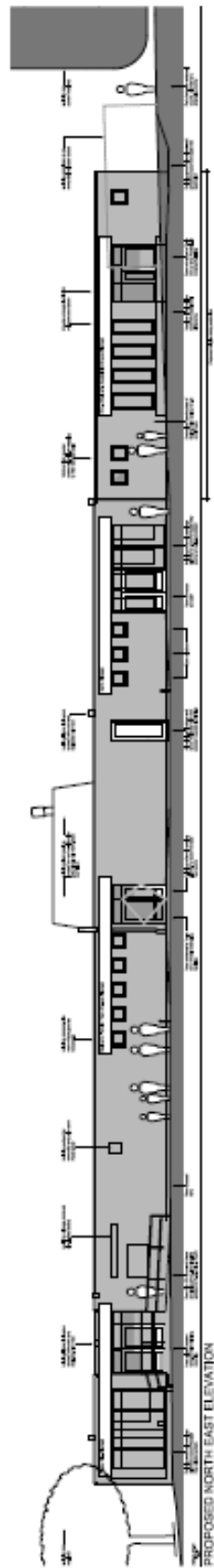
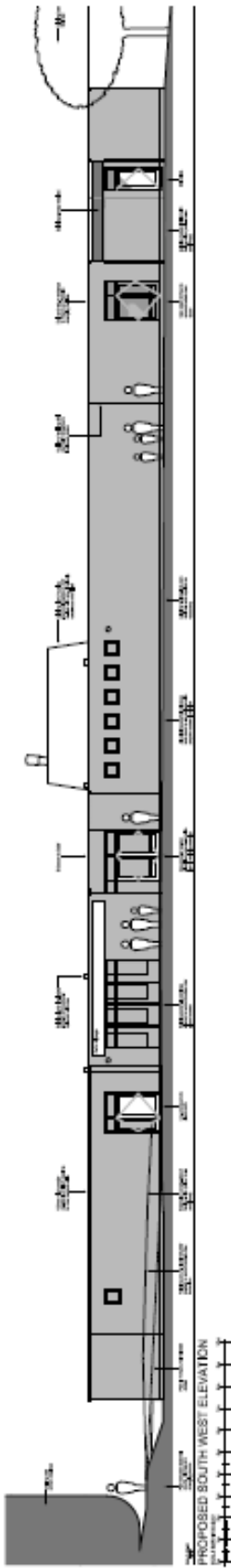
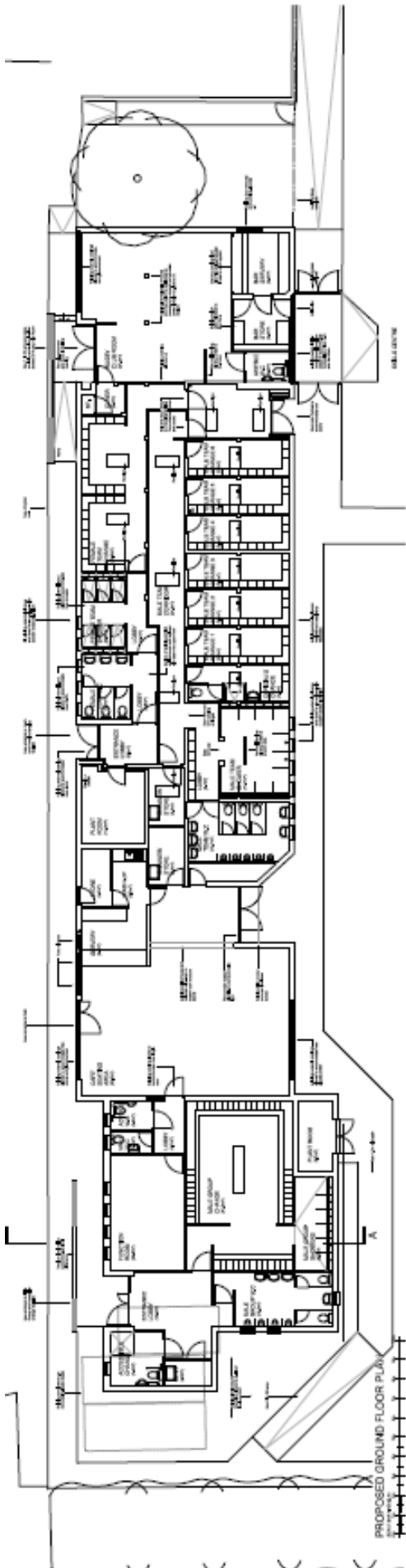
Proposed Grandstand plans



Proposed grandstand elevations



Existing Old Pavilion plans and elevations



**PLANNING ISSUE**

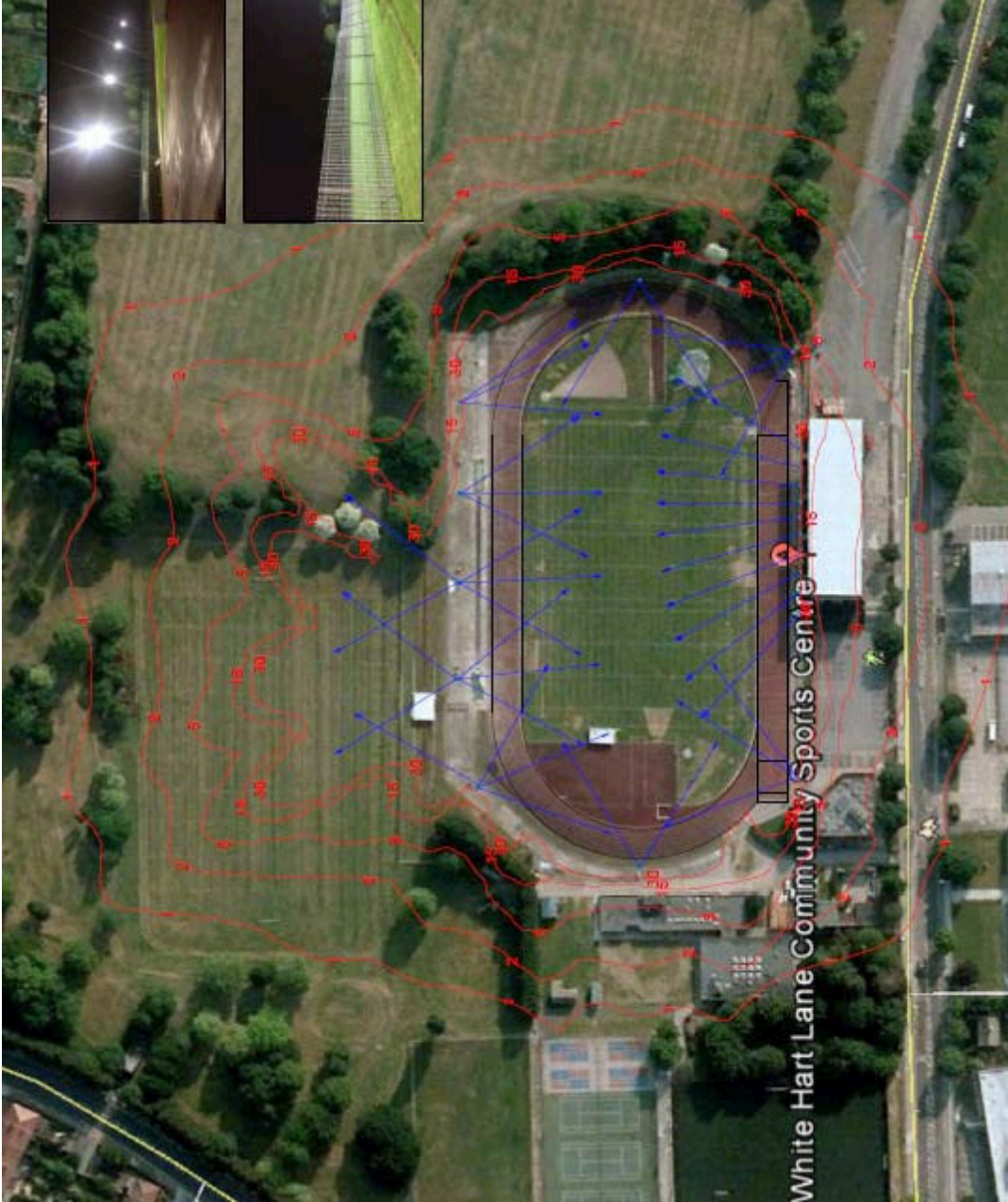
**ABBEY DESIGN**  
ARCHITECTURAL SERVICES LTD

100 THE HARTLAND COMPANY  
100 THE HARTLAND COMPANY  
100 THE HARTLAND COMPANY

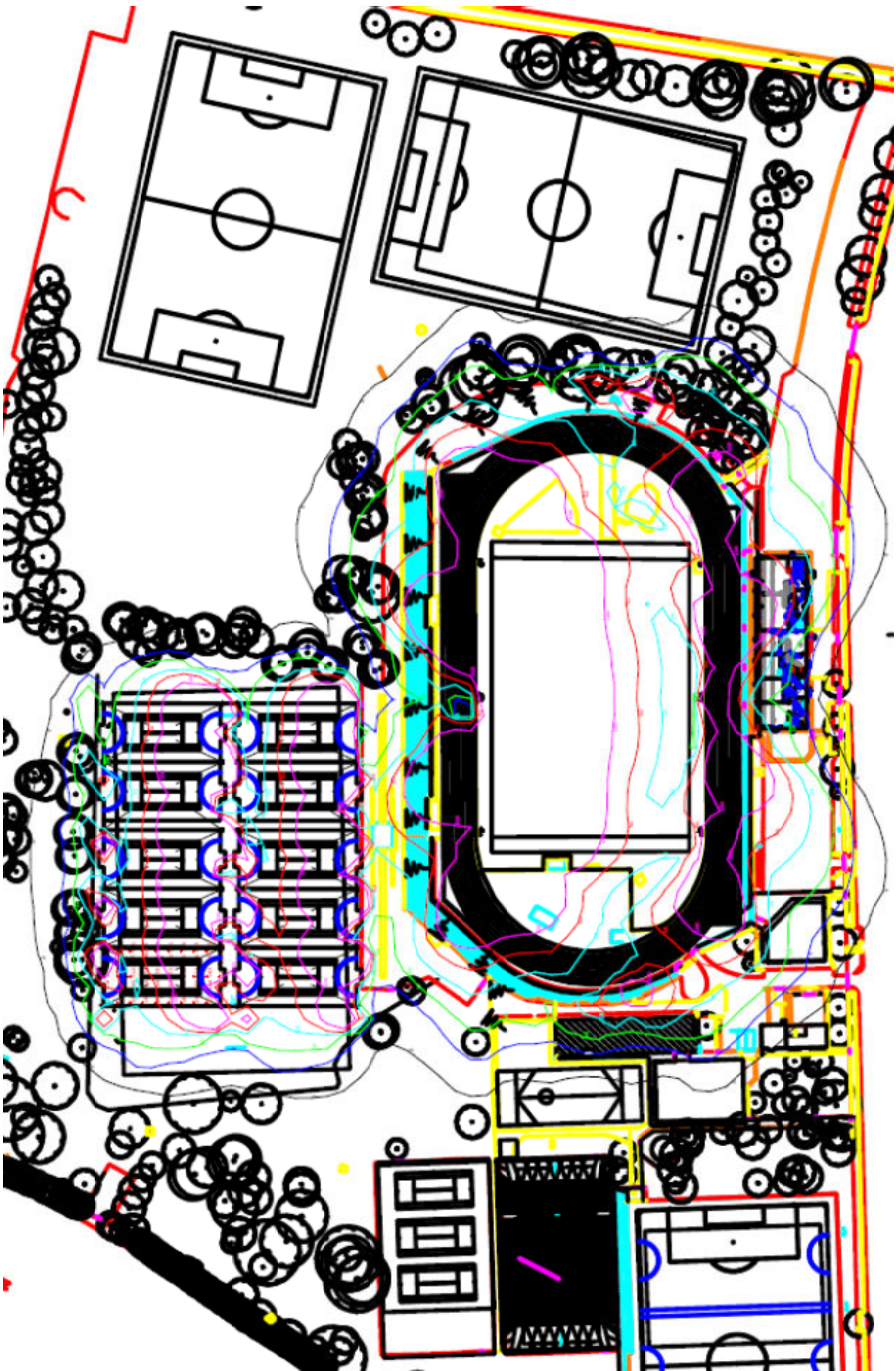
Project No.	100
Issue No.	1
Date	10/10/2020

Proposed Old Pavilion plans and elevations



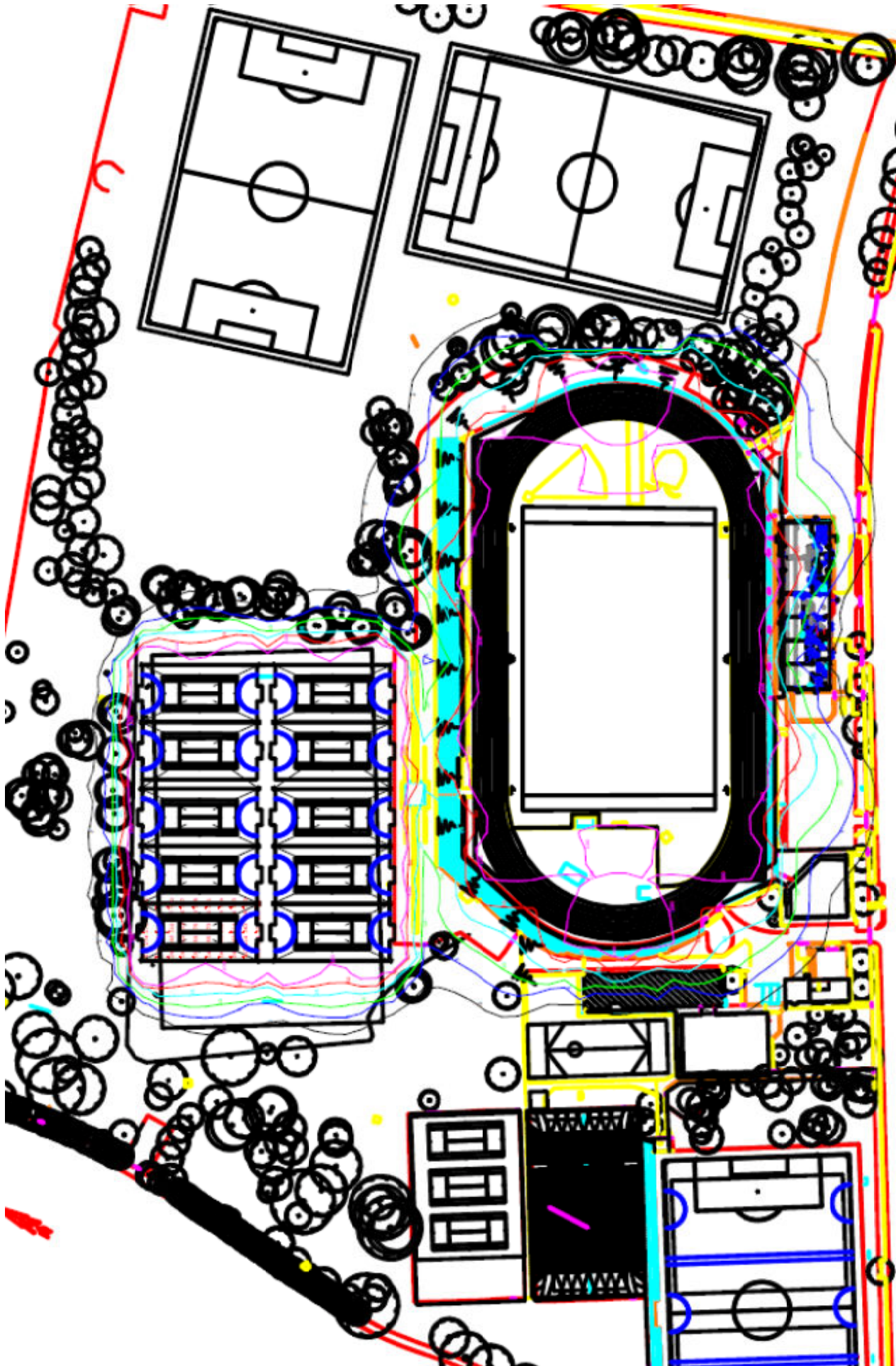


Existing light spill plan



Proposed lighting vertical overspill





Proposed lighting vertical overspill

### **3.0 SITE AND SURROUNDINGS**

- 3.1 The site known as White Hart Lane Community Sports Centre is split into two by White Hart Lane. The main site yields an area of approximately 29.5 acres, and is located on the northern side of White Hart Lane and comprises: a running track with a southern grandstand and pavilion; multiple grass football pitches; a Multi Use Games Area (MUGA); open tennis courts; a youth and community centre; telecommunication masts and forecourt parking. The second site covers approximately 7.8 acres, and is situated on the south side of White Hart Lane (Perth Road site) and consists of multiple grass pitches.
- 3.2 The main site is surrounded by Woodside High School located on the south side of White Hart Lane, Wood Green Cemetery, a garden centre and two-storey terrace properties on Wolves Lane to the west, allotment gardens and St Cuthbert's Church to the north, and St Georges Industrial Estate and residential properties within Thetford Close to the east. The secondary site is bounded by White Hart Lane to the north, Perth Road to the east and south and Woodside School to the west.
- 3.3 The centre is currently used by, and is home to a number of local sports clubs including: the London Skolars, Haringey Rhinos, Haringey and Enfield Athletics Club, Wood Green Weightlifting Club, Haringey Cycling Club, Tottenham Hotspur foundation Tennis Club, Haringey Sports Development Trust and Haringey Jogging Club. The sports centre is also open to the general public.
- 3.4 The site is located in an area identified as Metropolitan Open Lane (MOL) and a Local Ecologically Valuable Site within the Council's Local Plan Proposals Map. The site is also within an area identified by the Environment Agency as a Flood Zone Risk 1 Area.

### **4.0 PROPOSAL**

- 4.1 The site, subject to this planning application is currently in the ownership of the London Borough of Haringey. The applicant, Fusion Lifestyle has secured a 50 year lease and will take full operation and management of the site and is seeking planning permission to upgrade and improve the sports facilities.
- 4.2 Fusion is a registered charity and was formed in April 2000. The independent charity provides sport and leisure management services across the UK in partnership with local authorities and other organisations. The charity's main objectives are to provide sport and active leisure facilities and services in the interests of social and physical welfare.
- 4.3 A number of meetings between Fusion, the Council, Sport England and other stakeholders have taken place in which a number of design objectives to meet the future needs of the local community were identified. This planning application has been submitted as a result of those discussions and proposes to upgrade, improve and enhance the existing community sports facilities on the site by the following:
- alterations, extension (63sqm) and improvement to the existing grandstand;

- alterations, extension (147sqm) and improvements to the existing Old Pavilion;
- erection of an Air Dome structure (2,120sqm - accommodating 4 tennis courts);
- resurfacing of the existing MUGA (no increase in area);
- new 5-a-side 3G pitch complex with sports lighting (6,540sqm - accommodating 10 x 5-a-side 3G pitches);
- new 3G mini football pitch (1,000sqm) with sports lighting;
- refurbishment of the existing 400m athletics track (no increase in area);
- resurfacing of athletics grassed infield area with a new 3G pitch (no increase in area); and
- introduction of a new 'Trim Trail' and boundary improvements around the periphery of the site (no increase in area).

- 4.4 The erection of new signage to the main and vehicular access points, and south facade of the Grandstand and general visual improvements within the site is proposed including the removal of the existing assortment of haphazard advertising banners and signs.
- 4.5 The existing site boundary treatment consists of 1.3m high railings, 2.1 to 4m high chain link and close boarded fencing, 3 to 4m high hedges, shrubs, mature tree planting and a few small gaps. The combination of the gaps and low level railing means that the site is not secure which has resulted in vandalism and anti-social behaviour taking place on the site in the past. The proposed boundary treatment would consist of additional street planting along White Hart Lane and Wolves Lane; repairs to existing railings/fences; and a new 2.4m high fence to the north east and north boundaries of the site and to the east side of the existing Grandstand.
- 4.6 The two existing car parks have capacity to accommodate 98 cars, 9 coaches and 1 minibus. Car park 1 is located between the New Pavilion and the Grandstand, which can accommodate 36 cars (including 2 disabled parking bays) and has a single access point off White Hart Lane. Car park 2 is located to the east of the Grandstand and can accommodate 62 cars (including 3 disabled parking bays), 1 minibus and 9 coaches and has 3 access points off White Hart Lane. The existing car parks will be retained but reconfigured in order to improve vehicular access and circulation. The total number of existing access points of car park 2 on White Hart Lane will be reduced from 3 to 2. The new parking provision will cater for 113 cars, 3 mini-buses and 8 coaches. Provision will also be made to provide shelter to the 11 existing uncovered cycle 'parking' hoops.
- 4.7 The proposed extension and internal reconfiguration of the 1,000 seat grandstand will enable the creation of a new single controlled public entry and egress point for the whole site and to accommodate new administrative and exercise/leisure rooms.
- 4.8 The Old Pavilion currently accommodates separate male and female changing rooms. It is also home to Haringey Rhino's Rugby Club. The proposed alterations, extension and reconfiguration to this building would mainly facilitate new dedicated changing rooms including accessibility facilities to meet the requirements of the additional pitches proposed and enhance access for disabled users.

- 4.9 The existing sports centre employs 18 people, which is the equivalent of 5 x full time employees. The proposal does not seek to change the existing level of employment.
- 4.10 The proposed hours of opening of the sports facility are 06:30 to 22:30 Monday to Friday, 07:00 to 22:00 Saturday and 07:00 to 18:00 Sunday and Bank Holidays.

## 5.0 PLANNING HISTORY

### 5.1 Planning Application History

HGY/2010/2028 - Continuation of use of car park for boot sales on Fridays from 0600 hours to 1400 hours – approved 22/12/2010

HGY/2010/0278 - Construction of a rendered wall with bricks on edge coping, within the line of the enclosure fence to existing tennis courts, with a 900mm fence above. Wall faces to be painted green. – approved 24/03/2010

HGY/2007/1634 - Continuation of use of car park for car boot sale on Fridays from 0600 to 1400 hrs. – approved 08/11/2007

HGY/2006/1821 - Development of existing disused playing court creating a multi-use games area with associated floodlighting, weld mesh fencing and access path. – approved 22/11/2006

HGY/2005/0930 - Continuation of use of car park for car boot sale on Fridays from 0600 to 1400 hours. – approved 31/08/2005

HGY/2005/0336 - Re-surfacing of existing football pitch and tennis court, renewal of 3m high fencing and upgrading of lighting to pitch and court. – approved 10/05/2005

HGY/2003/0089 - Erection of free standing slim line lattice tower 15m high with 3 no. dual pole antennae and 4 no. dishes plus equipment cabin. – approved 14/02/2003

HGY/2002/1586 - The continued use of the car park for car boot sales on Fridays from 6am to 2pm. – approved 02/05/2003

HGY/1998/1611 - Continued use of the car park for market on Fridays from 0600 to 1400 hours. – approved 08/05/2000

HGY/1997/1707 - Erection of single storey rear extension to clubhouse, installation of entry and exit doors with ramp for disabled persons also various internal alterations to clubhouse. – approved 02/12/1997

HGY/1997/1650 - Continuation of use of car park for market on Fridays 0600 - 1400 hours. – approved 02/12/1997

HGY/1995/1078 - Continuation of use of car park for market on Fridays 0600 - 1400 hours. – approved 14/11/1995

HGY/1994/0650 - Use of car park for market on Friday mornings 0600 - 1400. – approved 26/07/1994

HGY/1993/0864 - Use of land as car boot sales area - Friday mornings. – approved 21/12/1993

5.2 Planning Enforcement History

None

**6. RELEVANT PLANNING POLICY**

6.1 National Planning Policy Framework, March 2012

Chapter 1 Building a strong, competitive economy;  
Chapter 4 Promoting sustainable transport;  
Chapter 6 Delivering a wide choice of high quality homes;  
Chapter 7 Requiring good design;  
Chapter 8 Promoting healthy communities;  
Chapter 9 Protecting Green Belt land  
Chapter 10 Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan, July 2011

Policy 2.18 Green infrastructure: the network of open and green spaces;  
Policy 3.19 Sports facilities;  
Policy 4.12 Improving opportunities to all;  
Policy 5.1 Climate change mitigation;  
Policy 5.2 Minimising carbon dioxide emissions;  
Policy 5.3 Sustainable design and construction;  
Policy 5.7 Renewable energy;  
Policy 5.8 Innovative energy technologies;  
Policy 5.9 Overheating and cooling;  
Policy 5.10 Urban greening;  
Policy 5.11 Green roofs and development site environs;  
Policy 5.13 Sustainable drainage;  
Policy 5.14 Water quality and wastewater infrastructure;  
Policy 5.15 Water use and supplies;  
Policy 6.3 Assessing effects of development on transport capacity;  
Policy 6.9 Cycling;  
Policy 6.10 Walking;  
Policy 6.11 Smoothing traffic flow and tackling congestion;  
Policy 6.12 Road network capacity;  
Policy 6.13 Parking;  
Policy 7.1 Building London's neighbourhoods and communities;  
Policy 7.2 An inclusive environment;  
Policy 7.3 Designing out crime;  
Policy 7.4 Local character;  
Policy 7.5 Public realm;  
Policy 7.14 Improving air quality;  
Policy 7.15 Reducing noise and enhancing soundscapes;  
Policy 7.17 Metropolitan Open Land;

- Policy 7.18 Protecting local open space and addressing local deficiency;
- Policy 7.19 Biodiversity and access to nature;
- Policy 7.21 Trees and woodlands; and
- Policy 8.3 Community infrastructure levy

6.3 Local Plan, March 2013

- Policy SP0 Presumption in favour of sustainable development;
- Policy SP4 Working towards a low carbon Haringey;
- Policy SP6 Waste and recycling;
- Policy SP7 Transport;
- Policy SP11 Design;
- Policy SP13 Open Space and Biodiversity;
- Policy SP14 Health and well-being; and
- Policy SP16 Communities facilities

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

- Policy UD1 Planning statements;
- Policy UD3 General Principles;
- Policy UD7 Waste storage;
- Policy OS17 Tree protection, tree masses and spines;
- Policy CSV7 Demolition in conservation areas;
- Policy ENV6 Noise pollution;
- Policy ENV7 Air, water and light pollution; and
- Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

- SPG1a Design guidance (adopted 2006);
- SPG4 Access for all – mobility standards draft 2006);
- SPG5 Safety by design draft 2006);
- SPG7a Pedestrian & vehicular movement (draft 2006); and
- SPD Sustainable Design & Construction (March 2013)

6.6 Other

London Borough of Haringey – Community Infrastructure Study;

7.0 **CONSULTATION**

Internal	External
Ward Councillors	<u>Amenity Groups</u>
LBH - Transportation	None
LBH - Noise & Pollution	
LBH - Contaminated Land	<u>Local Residents</u>
LBH – Arb	2,517 adjoining properties
LBH - Conservation & Design Team	
LBH - Parks	<u>Stakeholders</u>
	Thames Water
	London Fire Brigade
	Natural England

	Transport For London Environment Agency Greater London Authority Sport England
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## 8.0 RESPONSES

### 8.1 Haringey Transportation:

No objection.

*“The site is located off White Hart lane, and has four vehicular access points the site is within walking distance of bus routes W3 and W4 which provides good connection to Wood Green, the A10 bus corridor and Tottenham High Road bus corridor. The site is opposite River Side School and Woodside High school; there are parking restrictions present in the form of single yellow lines along White Hart Lane and Perth Road, with double yellow lines at the junctions, and ‘keep clear’ zigzags outside the schools. The area surrounding the site is not covered by a controlled parking zone, it was observed at the time of the site visit that the area surrounding the site was not heavily parked and the sports centre car park was largely underutilised.*

*The current site is opened between 08:00-22:30 Monday to Friday and 09:00-17:30 hours on Saturday and Sunday, and is use for a range of activities including Track and field, gymnasium, rugby, football, tennis and private hire. The applicant is proposing to improve the existing facility in order to try and retain and attract users to the previous 2009/10 levels; when the facility had some 200,000-250,000 users per year.*

*It is hoped that the proposal will result in a total increase of some 100,000 users per year returning the facility to the previous 2009/2010 peak when the Sports centre had some 200,000-to 250,000 yearly users, as of 2012/2013 the current yearly users is down to 100,000-150,000 users per year. The applicants transport consultant, MLM consulting has conducted surveys of the existing trips and modal split, which concluded that this development proposal would generate some 50 two-way trips during the network peak am period (08:00-09:00 hours) and 97 two-way trips during the pm peak period (17:00-18:00 hours). The peak usage of the site occurs between 19:00 and 20:00 hours outside the network PM peak hour (17:00-18:00 hours); the facility is expected to have some 173 users.*

*The applicant’s transport consultant has conducted surveys of the site and has concluded that; 39% of visitors to the site are car drivers, 20% car passengers 41% pedestrians and 1% cyclists. The traffic survey also identified that during the Am peak period 57 vehicles arrived on site and some 52 vehicles departed, however the majority of the vehicles that arrive and depart during the Am peak period where parents dropping off their children to the nearby schools. During the PM peak periods some 23 cars were observed to arrive and 22 depart from the site. Based on the information provided it can be seen that some 59% of all the visitors/ users of the site use the car as their main mode of travel to and from the site, the high percentage of car passengers would suggest that there is a high degree of car-sharing taking place, hence reducing the number of cars that access the site.*



*The applicant is proposing to retain the two existing car parks which combined offers a total of 106 car parking spaces including 4 disabled car parking spaces and 9 coach parking spaces, the applicant is also proposing to retain and enhance the existing 11 cycle parking spaces. As the applicant is not proposing to increase the number of generated trip above the approved use, the current parking provision is considered acceptable. We agree with the conclusion of the applicant's transport consultant that, the proposed improvements would not result in any significant increase in the generated trips beyond the previous 2009/10 levels; in addition the largest increase in demand would be outside the peak operational hours of the transport and highways network. As no substantial changes are proposed to the transport and highways network we do not consider that the modal split target would change. The site currently has a high car mode share; we will therefore require the applicant to implement measure aimed at promoting travel to and from the site by sustainable modes of transport. Consequently the Transportation and Highways Authority do not object to this application subject to the inclusion of suitable conditions..”*

## 8.2 Haringey Environmental Health

No objection subject to the imposition of conditions relating to remediation of any contaminated land and control of construction related nuisance such as dust.

## 8.3 Haringey Nature Conservation

No objection subject to the imposition of conditions relating to an ecological management plan and lighting. The advice is as follows:

*“The proposals include the loss of several thousand square metres of amenity grassland within a Site of Importance for Nature Conservation which is to be replaced with 3G artificial sports turf. This sports turf is to all intense and purposes a sterile environment and a loss of habitat which needs to be mitigated. The proposal suggests that this can be achieved through reducing the maintenance regime of an area of former pitch and putt golf course to the northwest of the site bordering Wolves Lane, a strip along the sites eastern border and a 2m strip along the northern perimeter. Whilst agreeing with the principle I believe that to fully mitigate for the loss of habitat and for the development to achieve biodiversity enhancement this area should be extended. In order to support this proposal I would like to see all of the land to the north of the 3G and conventional football pitches and south of the allotments come under management to enhance biodiversity. The production of a long term ecological management plan for the whole site should be conditioned and agreed with the Planning authority.*

*The Ecological Scoping Survey states that;*

*“3.11...The wooded margins and banks within the sports club grounds have potential to provide good sheltered foraging for such bats roosting off-site. The trees and conifer hedgerows also provide features that bats are expected to use as they commute through the wider landscape. It is therefore expected that bats will visit the site to forage during the summer months (April to October) and as a consequence itinerant bats may occasionally roost in trees and on structures within the survey site.”*



*The report goes on to say that lighting levels are known to affect bats and that in the summer months the lights may act as a deterrent to them. The ecology report recommends that external lighting should be shielded to minimise light spill into surrounding areas of trees and hedgerows.*

*Comparing the existing and proposed lighting plans shows an increased area of light spill and lux levels to the north and North West of the site where ecological management is recommended and onto the adjacent allotments which is also a Site of Importance for Nature Conservation. There would also appear to be an increase in lux levels upon the wooded banks to the east of the track and new artificial pitches.*

*A reduction in the proposed lighting levels to existing light levels or below should be conditioned for these sensitive areas. If this is not possible mitigation or compensation should be agreed in advance of permission being granted'.*

#### 8.4 Sport England

No objection subject to the imposition of conditions. The advice is as follows:

*Given the comments of the FA, they have identified that the small sided courts will meet additional demand and therefore there is a strategic need for these facilities. Sport England also notes that the FA has submitted a letter of support as part of the planning submission.*

*The FA have advised that the resurfacing of the 3G pitch should meet FIFA One Star or International Artificial Turf Standards and that the flood lights should have a minimum maintained luminance of 200lux. The FA has also commented that as there are no recesses for goal posts, swing goals should be used.*

*Given that there are limited details of the resurfacing of the AGP, a planning condition can be used to ensure that the resurfaced pitch is fit for purpose.*

#### The proposed air dome and retention of existing tennis courts

*The LTA is supportive of the proposed air dome over the redundant tennis courts and refers to studies that the LTA have commissioned that identify a strong demand for additional indoor court space. The LTA have also submitted a separate letter of support as part of the planning submission.*

*The LTA have raised some concerns relating to the design and layout of the air dome. Again, a planning condition can be used in order to ensure that the air dome is fit for purpose. The proposed air dome will bring redundant courts back into use and retention of the existing external courts is welcomed.*

#### Conversion of existing stadium grass infield to 3G artificial grass surface

*The RFU have identified that the proposed 3G pitch would be part of Middlesex RFU 5 year plan and will ensure rugby growth in this area of London. They have commented that the AGP should be IRB 22 compliant. Given that there are limited details of the proposed AGP surface, a condition can be used to secure this and ensure that the surface is fit for purpose to justify the loss of the grass playing field.*

*The RFU have also requested a management plan to ensure that the club can use the rugby facilities at preferred community rates.*

*Sport England notes that the Haringey Rhinos Rugby Club have submitted a letter of support as part of the planning submission and Sport England is therefore satisfied that the club and applicant are working together and therefore can develop the management plan.*

*Alterations to the Grandstand and Old Pavilion*

*These are welcomed and will enhance the existing provision. The FA have made some suggestions in relation to the design and layout of the changing rooms and the applicant should consider amending to the proposal to take into account the comments of the FA.*

*General Comments*

*Subject to the use of planning conditions in order to ensure that the various elements of the proposal are fit for purpose, the proposal will bring significant benefits to sport. The various National Governing Bodies also refer to the proposal meeting identified demand.*

*In light of the above, the proposal is considered to accord with the following exceptions of Sport England's Playing Fields Policy:*

*E2 The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.*

*E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.'*

*This being the case, Sport England does not wish to raise an objection to this application and offer our support to it, subject to appropriate conditions being attached to the decision notice (if the Council are minded to approve the application)".*

8.5 Greater London Authority

No objection. The advice is as follows:

*The stage I response from the GLA sets out that London Plan policies on principle of land use – MDL and sports facilities, and playing fields are the most relevant to this application. The application complies with these policies for the reasons are set out below: • MOL and sports facilities: The part of the development which can be categorised as outdoor sports facilities is strongly supported. The applicant has demonstrated that “very special circumstances” exist for the part of the development that proposes the new Air Dome and the visual impact on the openness of the MOL will be limited. Playing fields: The proposed scheme complies with policies of the London Plan. As such the GLA has set out that the Mayor does not need to be consulted on the application at Stage II and the*

*Council can therefore determine the application without further reference to the GLA.*

8.6 Transport for London

No comments.

8.7 Environment Agency (EA)

The EA originally objected to the original submission on grounds summarised below:

- The applicant has not demonstrated that the storage volume required to attenuate surface water run-off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided on site;
- The applicant has not demonstrated that sustainable drainage systems (SuDS) will be used on site to provide storage for surface water generated on site, in line with the National Planning Policy Framework paragraph 103, that requires development to give priority to the use of SuDS;
- The applicant has not demonstrated that the peak discharge rate for all events up to and including the 1 in 100 chance in any year critical storm event; including an appropriate allowance for climate change, will not exceed 50% of the existing run-off rate;
- Because there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable.

At the time of writing of this report the applicant is seeking to prepare and submit further documentation to overcome the EA's objection. The EA's formal comments will be tabled for Members on the evening of the planning sub committee.

8.8 Thames Water:

No objection with regard to sewerage infrastructure capacity and surface water drainage and waste informative.

8.9 Natural England

No objection.

8.10 Development Management Forum

8.10.1 The application was presented at Development Management Forum on 19 February 2014. The Forum was attended by three local residents and one of the ward councillors. The following main issues were raised:

- Parking and traffic;
- Floodlight spillage; and
- Noise and disturbance

8.10.2 Minutes of the meeting are attached under Appendix 1.

8.11 Local Representations:

8.11.1 2,517 adjoining properties were consulted. A major application site notice and a departure from policy site notice were placed at the site.

8.11.2 2 letters of support have been received.

8.11.3 2 letters from local residents who neither objected nor supported the proposal has been received. One resident has suggested a new entrance on Wolves Lane should be considered as part of the scheme. The other resident has raised a concern over the excessive noise from the PA system during sports and other similar events.

*Officer's response*

- i. The introduction of an entrance on Wolves Lane would improve access from this western end of the site, but it would equally lead to safety and security issues in the absence of a controlled access. One of the key design objectives of the scheme is the consolidation of a single controlled main entrance/egress point on White Hart Lane.
- ii. Any unacceptable noise arising from the announcements of the PA system can be conditioned for any planning consent (no audible amplified music or speech within the adjoining residential premises).

8.12.4 1 letter of objection regarding increased traffic and inadequate car parking provision leading to parking stress on the local roads has been received.

*Officer's response*

The parking objection is a material planning consideration and is considered in Section 9.3 of this report, which concludes that adequate parking would be provided for the proposal.

**9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION**

9.1 The main issues in respect of this application are considered to be:

- principle of development including protection of Metropolitan Open Land (MOL) / very special circumstances;
- design;
- impact on residential amenity;
- transport and parking;
- accessibility;
- flood risk; and
- sustainability

9.2 Principle of development

9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

9.2.2 One of the key priorities in the Haringey's Sustainable Community Strategy is to give greater opportunities to live a healthier lifestyle in order to tackle health inequalities in the Borough. This strategic aim to encourage physical activity is reflected under Haringey's Local Plan Policy SP14 and London Plan Policy 3.19, which supports improved sports and recreational facilities.

9.2.3 The site lies wholly within Metropolitan Open Land (MOL) and a Local Ecologically Valuable Site. As the proposal will involve development on MOL, the application will have to be referred to the Secretary of State as set out The Town and Country Planning (Consultation) (England) Direction 2009 as a departure from policy.

The protection and enhancement of MOL is set out under the NPPF, the Council's Local Plan Policy SP13 and the London Plan Policy 7.17. The improvement of a site's biodiversity and nature conservation is also addressed under Local Plan Policy SP13. MOL is London's equivalent of Greenbelt and therefore afforded the same protection.

9.2.4 Para. 73 of the NPPF states that, "*Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities*".

9.2.5 A letter from Haringey Rhinos Rugby Football Club to accompany the application has been submitted. The proposal has full support by the Club who has been a long standing resident on the site. They are supportive of the upgrading of facilities including providing a significantly improved all weather pitch endorsed by the Club's governing body, and which would avoid match cancellations. A further letter of support has also been received from Woodside High School who uses the existing centre for their level 2, inter-school competition in addition to sports day and school games day. The School has noted that availability of the sports facilities has contributed to local talent and the emergence of regional and national athletes over the years. A further support letter has been provided from Haringey Sports Development Trust.

9.2.6 The British Tennis Lawn Tennis Association has given their support to the proposal in particular to the new air dome which would strengthen the site's ability to provide tennis throughout the year for the benefit of the local community.

9.2.7 The applicant has also provided a letter from The Football Association (FA) and London FA in full support of the plans to regenerate the site as local football stakeholders will benefit from a new 3G surface upgrade to the existing full size artificial pitch, much needed improvements to the changing facilities to service the grass pitches at Perth Road and a new 7 a side 3G pitch and 10 5 a side courts for small sided football. They also commentated that the White Hart Lane Community Sport Centre and Perth Road playing fields are strategically important for affiliated football in the Borough for both junior and adult football, and that improvements are necessary to both sustain and grow football participation for the benefit of the local community.

9.2.8 Sport England has given their support to the application subject to conditions where the proposal would accord with the exceptions of Sport England's Playing Fields Policy insofar as, '*The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity*

*or quality of pitches or adversely affect their use' and (E2) and 'The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields' (E6)*

- 9.2.9 The NPPF supports beneficial uses of the Green Belt including outdoor sport and recreation (Para. 81). Para. 89 of the NPPF states, "*A local planning authority should regard the construction of new buildings as inappropriate in Green Belt Exceptions to this are: - Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it*". The London Plan sets out that in London MOL should be treated as Green Belt for the purposes of assessing impact of development on it.
- 9.2.10 Although the whole site falls within MOL, the proposed extensions to the existing Old Pavilion and Grandstand themselves are located on existing brownfield land. The Grandstand is extended to south east, comprising a single storey extension providing 63sqm of additional floor space. The eaves height of the proposed extension is approximately 4.8m (3m draught lobby) measured from external ground level. The Old Pavilion is extended to the North West comprising a single storey extension providing 147sqm of additional floor space. The parapet height of the proposed extension is approximately 3.4m measured from external ground level. The scales of both the Grandstand and Old Pavilion extensions have been designed in such a way to reflect and compliment that of existing buildings. Therefore, their impacts on the openness of the MOL are negligible and they are acceptable.
- 9.2.11 The development of the all weather surfaces and the lighting masts are considered to be outdoor sport facilities and as the preserve the openness of the MOL these are considered to be appropriate development. However, the proposal for the construction of the new Air Dome over the redundant tennis courts the proposal is an inappropriate development on MOL.
- 9.2.12 Paragraph 87 and 88 of the NPPF set out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. '*Very special circumstances*' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. This position is supported by Policy 7.17 of the London Plan.
- 9.2.13 The location of the Air Dome has been specifically chosen to minimise visual impact and the proposed siting takes full advantage of the existing level changes and the proposed additional tree planting to the boundary adjacent to Wolves Lane assists the screening of the new Air Dome structure. It is accepted that the visual impact will be limited by these measures, and given the current lack of accessible indoor tennis courts in this area and the support of Sport England and The Lawn Tennis Association very special circumstances are considered to exist that justify this development.

9.2.14 The proposals would effectively result in the loss of considerable area of amenity grassland and an increase in floodlighting. The potential impacts on existing habitats would therefore need to be mitigated.

9.2.15 An ecological phase 1 scoping survey has been submitted which assesses the possible impacts and to determine any necessary mitigation, and or compensation, for a loss of habitat or adverse effect upon protected species. The report concludes that the site is considered to be generally of low value for biodiversity, but a number of recommendations are made which include:

- Prevent disturbance to nesting birds and their nests during the breeding season;
- Reduce the possibility of disturbance or injury to bats roosting in the adjacent trees, during construction of the tennis dome;
- Avoid additional light spillage into wooded areas, in order not to discourage foraging bats;
- Reduce the low likelihood of injury to reptiles during the installation of the trim trail; and
- Increase the potential for biodiversity on the site

The above observations would be required to be implemented by the applicant during the construction phase and as part of any future management plan. The imposition of a condition requiring a site-wide ecological management plan as part of any planning permission is recommended in order to ensure the biodiversity and habitats on the site would be protected in the long term.

9.2.16 The proposals also include sports floodlighting around the perimeter of the 3G pitches. The existing and proposed lighting plans originally indicated an increase area of light spillage and lux levels to the north of the site and east of the track and artificial pitches (wooded banks). In response to this, the applicant has made some adjustments made to the design of the court lighting floodlights coupled with the addition of shields to the 10m track lighting column which results in significant reductions in vertical and horizontal spill light. A clear zone of over 25m has also been achieved away from the northern hedgerow. The use of flat style optics as proposed will also offer significant improvements in light control when compared with the existing lighting system. These changes with the reduced use of floodlighting during the summer months will ensure that potential bat foraging is unlikely to be affected by the proposed floodlighting system. The Council considers the new development subject to an ecological management plan condition would not have an adverse impact on the openness to the MOL and would safeguard of the site of nature conservation in accordance to the NPPF, the Council's Local Plan Policy SP13 and the London Plan Policy 7.17.

9.2.17 The proposed upgrade of the existing community sports facilities would therefore align with the aspirations of the Council to foster healthier lifestyles and the increased uptake of physical activities. Indeed, one of the fundamental long term aims of the Olympic Games in London was to establish a lasting legacy of sports participation for all with the introduction of new and improved existing sports facilities in order to contribute towards a healthier and inclusive community. The development of the all weather pitches, the floodlighting and the extensions to the grandstand are considered appropriate development in MOL and do not adversely impact on the openness of the MOL. The development of the Air Dome is

inappropriate development in MOL however very special circumstances exist which outweighs the potential harm. It should be noted that it will have limited impact by virtue of its siting, screening and design. The provision of an ecological mitigation strategy is conditioned. As such this development is acceptable and is welcomed as an improvement to the site with positive community benefits.

### 9.3 Design

9.3.1 Chapter 7 of the NPPF, London Plan Policies 7.4, 7.5 and 7.6, Local Plan Policy SP11 and saved UDP Policy UD3 promote high quality, attractive and sensitive places, buildings and landscaping within their context.

9.3.2 Any proposals which seek to enhance and improve the existing sports facilities to the benefit of the sports facility and the local community in general would be supported by the Council subject to ensuring that any building works safeguard the character and appearance of the MOL, the visual appearance of the locality generally and the visual amenity of surrounding residential properties.

#### *Community Centre and Old Pavilion*

9.3.3 A single-storey extension with a flat roof design providing 147 sqm of addition floor space is proposed to extend the northern wall of the 'Old Pavilion' building. The height of the extension to the parapet will measure 3.4 m from ground level. The extension will be constructed using matching materials such as facing brickwork, powder coated aluminium windows and doors to ensure a well balanced and homogenous extension to the host building.

#### *Grandstand*

9.3.4 The proposal seeks to partially extend the depth of the grandstand (at the front) to accommodate a new entrance/reception area and enlarged studio. The Council has no objection to the principle of extending the grandstand, but Officers did express concerns to the original design and form of the new extension as it was deemed not in keeping with or in sympathy with the existing Grandstand. The extension was subsequently redesigned by the applicant to ensure that it appears as a very simple, clear and readable overall form which is considered acceptable.

#### *Covered Dome*

9.3.5 A new Air Dome to facilitate a covered tennis court is proposed and would be located on the western end of the site. The dome will measure 2,120 sq.m in internal area and the height to the apex will not exceed 12 m. The green fabric has been deliberately chosen to ensure the structure blends in with its surroundings and thereby not appearing overly obtrusive from the streetscene. The Dome by virtue of its size, height and scale would have partial public vantage points from Wolves Lane. The Dome would be situated in a slight 'dip' within this proximity of land and existing trees would most likely partially screen the Dome therefore reducing its visual impact. Further mature trees are also proposed to afford additional screening along the Wolves Lane boundary. It should be noted that there will be no light spill from the Dome as it is proposed to be opaque. The approval of the detail of the material to be used is secured by condition Officers therefore do not have any objection to the new Air Dome.



*Trees*

9.3.6 The proposed development will have a minimal impact upon existing trees. The curvature of the tennis dome structure means that the two adjacent Oaks and single Poplar would not be required to be trimmed or cut back. The location of the new mini 3G football pitches will result in the loss of a 6m Hawthorn and 8m Elm tree. The close proximity of an 11m high Cypress hedge to the south will provide screening in the absence of the two trees. The new trim trail will not involve the excavation or disturbance to existing tree roots as small directional signs will be installed along the route.

9.4 Impact on residential amenity

*Noise and disturbance*

9.4.1 Noise pollution is dealt with under saved Policy UD3 of the Unitary Development Plan (UDP) which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This aligns with the NPPF and London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.

9.4.2 Although there will be a minimal increase in the number of car parking spaces and an increase in numbers of people using the new sports facilities it is anticipated that the increase in noise levels would not be significant and would therefore not materially impact on surrounding residents. It should be noted also that this is an established use which has been more intensively used in the past.

9.4.3 A local resident has expressed concerns regarding the use of a loud speaker system during sports and other similar events at the site as the announcements are audible in their property. A condition has been imposed in order to contain amplified music and announcements within acceptable levels.

*Daylight/sunlight and outlook*

9.4.4 The nearest properties to the site boundary are those situated along Wolves Lane/Woodside Road (west), Thetford Close (east) and Perth Road (south-east). The proposed extensions to the Old Pavilion and The Grandstand by virtue of being located away from any immediate residential properties (some 206m from Perth Road and 145m from Woodside Road) will not cause any loss of amenity in terms of daylight/sunlight and outlook impacts.

9.4.5 The proposed tennis dome over existing courts at some 50m from the nearest property on the corner of Wolves Lane/Woodside is considered to be sited at a considerable distance away so as to not result in any loss of daylight/sunlight, loss of outlook or an increase sense of enclosure to this residential property. It should also be noted that there will be no light spillage from the Air Dome as it is opaque and all light will be contained within it. The existing gaps along the Wolves Lane boundary will also be filled with matching fencing and new mature trees will be planted adjacent to the boundary to provide further screening and to reduce the appearance of the new air dome when viewed within Wolves Lane.

*Lighting*

- 9.4.6 There is potential for the proposed new floodlighting to result in excessive light spillage/coverage. The new sports lighting would be provided for:
- athletics track/infield pitch (remove the existing 7no. 15m high lattice masts and replace with 6no. 15m and 2no. 10m high lighting columns);
  - 3G 5-a-side pitch complex (24no. 8m high lighting columns); and
  - mini 3G football pitch 4no. 8m high lighting columns)
- 9.4.7 The proposed lighting plan shows light spillage will be contained within the site boundary. The direction of both horizontal and vertical spillage will be minimised and no upward lighting is proposed. The floodlights will incorporate switches to control the lighting levels and timed programmes to save energy. As such, the proposed sports floodlighting is considered acceptable as it would not give rise to any new material glare or light spillage to nearby properties. Furthermore, there will be no light spillage from the new internal lit dome and the existing and proposed boundary trees would act as a screen along Wolves Lane.

*Safety and security*

- 9.4.8 The site has previously experienced security and anti-social behaviour issues owing to gaps and the low 1.3m height of the existing railings along the site boundary. One of the key design objectives of the scheme is the creation of a single controlled main entrance/egress point on White Hart Lane as well as carrying out necessary repairs to the boundary and the erection of new fencing. As proposed, the measures would be supported by Officers as the security of the site will be improved to the benefit of users and the management of the site. Palisade fencing is proposed. However this is undesirable in visual terms and a condition is recommended requiring details of an alternative fencing detail to be submitted.

9.5 Transport and parking

- 9.5.1 The site has a public transport accessibility level (PTAL) rating of 2 indicative of poor access to local public services including bus routes W3 and W4. The site is subject to on-street parking restriction in the form of single yellow lines along White Hart Lane and Perth Road, with double yellow lines at the junctions, and keeps clear zigzags outside Woodside School. The site does not fall within a controlled parking zone (CPZ) but is surrounded by one
- 9.5.2 A local objection has been received on the basis that the proposed development would increase parking and traffic in the general area.
- 9.5.3 The Council considers the proposed improvements and increased capacity to the two car parks at the White Hart Lane site would not result in any significant increase in the number of generated trips beyond the previous 2009/10 levels. In addition the largest increase in demand would be outside the peak operational hours (17:00-18:00 hours) of the transport and highways network. It should be noted that the site currently has a high car mode share; therefore the Council will require the applicant, by way of a travel plan, to implement measures aimed at promoting travel to and from the site by sustainable modes of transport. The proposed development is therefore acceptable and would not prejudice road users

using this part of White Hart Lane or cause additional parking stress within the local highway network.

9.5.4 The existing waste storage arrangements will remain unchanged under the proposed development. Currently waste is stored at various locations within the site which are then transferred to a central refuse storage area for collection located to the south of the Old Pavilion. The collection of waste within the service yard ensures no bins are stored on the public highway and without interfering with the safe and free flow of pedestrian traffic using this section of White Hart Lane.

## 9.6 Accessibility

9.6.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.

9.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. The physical barriers such as the stepped entrance will be removed at the Old Pavilion. The new steps, handrail and ramp of the Old Pavilion, the new Grandstand visitors entrance and tennis air dome will be designed and laid out in accordance with Part M of Building Regulations and British Standard 8300 to facilitate ease of entry/egress and internal circulation for wheelchair users and those with mobility difficulties. Some of the accessible features will include: level thresholds and 300mm leading edge to all doors; ramped approaches not exceeding 1 in 20; min. 825mm (internal) and 1000mm (external) clear width doors, disabled toilets with showers and changing space; and induction loops.

9.6.3 Disabled drivers will be able to park their vehicles in one of the seven disabled parking bays which are located north east and south west of the Grandstand visitors' entrance.

## 9.7. Flood risk

9.7.1 The site predominantly falls within flood risk area of zone 1. Zone 1 indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). Although the site lies in zone 1 a flood risk assessment is required in support of the application as the overall site area is greater than 1 hectare. It is noted that a majority of the site also lies on an historic landfill. A flood risk assessment (FRA) is required for all applications within flood zone 1 with a site area greater than 1 hectare.

9.7.2 Local Plan Policy SP5 recommends flood risk assessments (FRA) in conjunction with the Environment Agency to identify critical drainage areas susceptible to surface water flooding, and to develop measures to manage, and where possible, reduce the risk of surface water flooding. This stance aligns with London Plan Policy 5.12 which seeks to address current and future flood issues and minimise risks in a sustainable and cost effective way.

9.7.3 The EA has objected to the proposal as it does not meet the requirements of the National Planning Policy Framework and Local Plan Policy SP5 Water Management and Flooding which requires all development to assess flood risk,

reduce potential for general and flash flooding and implement SuDS at individual site level to improve water attenuation, quality and amenity, and secondly, because there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable.

9.7.4 At the time of writing of this report and in response to the EA's objection, the applicant is seeking to prepare and submit further documentation to overcome the objection. The EA's formal comments will be tabled for Members on the evening of the planning sub committee.

## 9.8 Sustainability

9.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far non-residential development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.

9.8.2 Although the site's coverage is over 29 acres, the proposed extensions to the Grandstand and the Old Pavilion will yield a total net floor area of 210sqm. A 2,120 sq.m tennis dome is also proposed but this structure is built under standard manufacture specifications and materials. Under these circumstances the small amount of development proposed in view of the overall site would not be expected to attain the minimum BREEAM rating of 'Very Good'. Nonetheless, the applicant has demonstrated its commitment so the development will meet Part L of Building Regulations 2010 by modernising the existing plant and the use of selective controls, zone lighting and enhanced metering. The Council is therefore satisfied that the proposed development would achieve an acceptable level of energy saving on the site.

## 10.0 CIL Applicable

10.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

10.2 The proposal would result in a net floorspace. However, the applicant is a registered charity where the development will be used for charitable purposes and the planning application therefore would not be liable to Mayoral CIL.

## 11.0 HUMAN RIGHTS

11.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

## 12.0 EQUALITIES

- 12.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

## 13.0 CONCLUSION

- 13.1 This planning application seeks to upgrade the existing sports facilities at New River Sports Centre White Hart Lane which would encourage foster healthier lifestyles and the increased uptake of physical activities in accordance with the Haringey's Sustainable Community Strategy, the NPPF and London Plan and Local Plan Policies to help to contribute towards a healthier and inclusive community.
- 13.2 The site is designated in the Council's Local Plan as Metropolitan Open Land (MOL) and is a Local Ecologically Valuable Site. It is considered that the proposal subject to site wide ecological management plan condition, in addition to the replacement of existing grassed playing fields with 3G sports pitches would adhere to the policies relevant to these designations.
- 13.3 The development of the all weather pitches, the floodlighting and the extensions to the grandstand are considered appropriate development in MOL and do not adversely impact on the openness of the MOL. The development of the Air Dome is inappropriate development in MOL however very special circumstances exist which outweighs the potential harm. It should be noted that it will have limited impact by virtue of its siting, screening and design.
- 13.4 Officers deem the overall design of the proposal sensitive and that it would not have a significant degree of impact upon the character and visual amenity of the site and surroundings. The siting of the green tennis dome, in a dip, which would be screened by existing and new trees along the boundary is considered not to have a material adverse impact on the amenity of adjacent properties within Wolves Lane and surrounding area generally.
- 13.5 The proposal does not prejudice existing road conditions regarding vehicular movement along White Hart Lane and the local road network generally, and would not cause any further pressure on parking in the locality.
- 13.6 The proposal has been inclusively designed, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.
- 13.7 As such this sensitively designed proposed which offers a number of community benefits is strongly welcomed and is recommended for approval of planning permission.

## 14.0 RECOMMENDATION

GRANT PERMISSION subject to conditions, referral to the Secretary of State and the removal of the formal objection of the Environment Agency:

Applicant's drawing Nos. 13.263.P01-P34, P35C2, P36C2, P37, E01 and E03

Subject to the following conditions:

:

1. 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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

Reason: In order to avoid doubt and in the interests of good planning.

3. The development hereby permitted shall not be operated before 06:30 hours or after 22:30 hours Monday to Friday, before 07:00 hours or after 22:00 hours Saturdays, and before 07:00 hours or after 18:00 hours Sunday and Bank Holidays.

Reason: To facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the new tennis air dome, Old Pavilion extension and Grandstand extension have been submitted to, and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the development hereby approved.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. No development shall be commenced until full details of the all proposed internal lighting to be used in connection with the new tennis air dome, have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

6. Prior to commencement of works of the development hereby permitted, a plan showing the proposed landscaping scheme and boundary treatment shall be submitted to, and be approved in writing by the Local Planning Authority. The scheme shall include the following:

- i. Full details of plants and trees (common and Latin names, size and pot height; density or number, tree girth and method of growth i.e. container or open ground);
- ii. Maintenance schedule;
- iii. Full details of materials to be used on paved areas and other hard surfaces;
- iv. Suppliers or manufacturers;
- v. Guide to construction;
- vi. Paving/fencing/colours/finishes;
- vii. Location of lighting and details of lighting levels (wattage);
- viii. Any play equipment (specs, manufacturer, British or European Standard);
- ix. Any features or artworks; and
- x. All furniture

All planting, seeding or turfing shall be implemented in the first planting season following occupation of the buildings or the substantial completion of the development, whichever is the sooner.

Any plants or trees that die or are removed, damaged or diseased within a period of FIVE years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent for a variation.

The approved landscaping scheme shall be constructed/installed prior to the occupation of the development to the satisfaction of the Local Planning Authority and shall be permanently maintained thereafter to the satisfaction of the Local Planning Authority

Reason: To ensure a satisfactory standard of external appearance of the development.

7. The resurfaced artificial grass pitch hereby permitted shall not be constructed other than substantially in accordance with The Football Association Guide to 3G football turf pitch design principles and layouts, Edition 1 dated 2013, before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable

8. No development shall commence until revised details of the design and layout of tennis air dome which shall comply with the Lawn Tennis Association Guidance Note B3 – Air Supported Structures, have been submitted to, and approved in writing by the Local Planning Authority, after consultation with Sport England. The tennis air dome shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable

9. The proposed artificial grass pitch hereby permitted within the stadium infield shall comply with the International Rugby Board Regulation 22 Artificial Rugby Turf Performance Specification before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable

10. No development shall commence until a scheme to ensure the continuity of the existing sports use during construction works is submitted to, and approved in writing by the Local Planning Authority, after consultation with Sport England. The scheme shall ensure that the sports facilities remain or that the temporary use of replacement/alternative facilities are at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality to the existing sports facilities and shall include a timetable for implementation. The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To protect sports facilities from damage, loss or availability of use during construction

11. No development shall commence until a Method Statement detailing the remediation requirements, including a Discovery Strategy, an asbestos survey, and a Japanese knotweed survey taking into account shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation and any works being carried out on site.

Upon completion of remediation a validation report to be submitted to the Local Planning Authority that provides verification that the required works have been carried out. The validation report shall be approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

12. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: In the interest of residential amenity and public and highway safety.

13. No development shall commence until a Travel Plan is submitted to, and approved in writing by the Local Planning Authority. Details of the Travel Plan shall include:

- a) Appointment of a travel plan co-coordinator for the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually;
- b) Provision of welcome induction packs for new members containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new members, travel pack to be approved by the Councils transportation planning team;



- c) Review of cycle parking provision annually as part of the travel plan and provide additional cycle parking facility if required; and
- d) A site management parking plan, the plan must include, details on the allocation and management of onsite car parking spaces in order to maximise use of public transport and management of the car parks on and event day, (games with more than 400 attendees)

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport

14. At no time shall any amplified speech or music generated from the site be audible within the adjoining residential premises.

To prevent loss of amenity to neighbouring residential premises due to noise generated from the premises

15. No development shall commence until an ecological management plan for an initial 5 year period and every 5 years thereafter is submitted to, and approved in writing by the Local Planning Authority. The plan will be produced by a qualified ecologist and include the following elements as a minimum;

- 1. A description of the site including its flora, fauna, habitats and key features;
- 2. Aims and Objectives;
- 3. Prescription;
- 4. Work Plan; and
- 5. Maps

Reason: The site is part of a Site of Importance for Nature conservation and as such its management comes with responsibilities to promote biodiversity in the area, and in order to demonstrate that the site is under active wildlife management an ecological management plan which would need to be produced and delivered.

Informatives:

*a) Sport England*

- i) the Football Association design guidance note can be obtained on this link: [http://www.thefa.com/my-football/football-volunteers/runningaclub/yourfacilities/~/\\_media/8D5FAB86576549B8BAEA37DC6037C68.ashx](http://www.thefa.com/my-football/football-volunteers/runningaclub/yourfacilities/~/_media/8D5FAB86576549B8BAEA37DC6037C68.ashx)
- ii) The Lawn Tennis Association Guidance Note B3 – Air Supported Structures can be obtained on this link: <http://www.lta.org.uk/NewWebsite/LTA/Documents/Clubs%20Parks%20and%20Schools/Facilities/2012/B3%20Air%20Supported%20Structures.pdf>
- iii) The International Rugby Board Turf Performance Specification can be obtained on this link: [http://www.irbplayerwelfare.com/pdfs/Turf\\_Performance\\_Tech\\_Spec\\_EN.pdf](http://www.irbplayerwelfare.com/pdfs/Turf_Performance_Tech_Spec_EN.pdf)

*b) Ecological management plan*

It is important that a mechanism for monitoring and reviewing the work is established to demonstrate compliance with the agreed work programme which

should initially cover a 5 year period. Following the expiry of the initial 5 year period the success of the plan should be reviewed and a new plan produced and agreed with the Council. This 5 year cycle should repeat until the end of the tenure. An obligation to carry out the actions within the agreed work plans should form part of the contract documentation. The extent to which the new operator is adhering to their contractual obligations will be monitored and a mechanism installed that places the operation at risk if these obligations are not fulfilled

### *c) Thames Water*

#### Waste Comments

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

#### Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason: to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

### *d) Environmental Health*

#### Asbestos survey

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

#### MUGA pitches

The ground shall be trimmed and levelled using cut and filled as required. Any filling should be carried out in layers not exceeding 150mm thickness, and each layer should be compacted before the next is spread. A geotextile membrane shall be laid over the top of the levelled pitch area, beneath the MUGA pitch installation. Joints shall overlap by at least 300mm, as recommended by the Sport England

CoP for MUGA's. Any drainage pipes to the MUGA pitches should be encased in a geotextile membrane for protection from elevated PAH.

*e) Working with the applicant*

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

**Appendix 1. – Development Management Forum Minutes**

Q1: Parking – parking ‘over the road’ near the existing school – is this used by the school only?

Answer: Yes – not intended for the sports facility.

Q2: Is the existing football pitch run by the school part of the development?

Answer: No, it does not form part of the planning application.

Q3: Are you getting rid of the rugby pitch?

Answer: No, it becomes an all weather pitch and will be used as a pitch for rugby and football and it will be much more weather durable.

Q4: Will there be a swimming pool as part of the proposal?

Answer: No, but the idea is noted.

Q5: I have concerns that there will be an increase in traffic and demand for parking.

Answer: A transport assessment has been submitted with the planning application which shows that there will not be a significant increase in traffic or on street parking. The Transport assessment shows that there are good existing transport links and adequate parking to be provided as part of the scheme.

Q6: What will you do to promote the facilities?

Answer: The new sports facilities will be rigorously promoted through ‘outreach’ local sponsors and tailored programmes to work with local clubs within the locality to encourage use of the facilities.

Q7: Will people be able to stand on the street looking into the sports ground

Answer: No – the scheme seeks to address access issues. There will be very little to view of the sports facility from street level.

Q8: Will the floodlights result in light pollution in our gardens?

Answer: The proposed design of the floodlights is such that the spread of light will be contained. Further, it will improve the current situation regarding floodlighting.

Q9: The sports facility will result in an increase in noise levels?

Answer: The dome will actually contain noise. There will be no significant difference in noise levels in terms of the fact that it is an existing sports facility and any noise will be within an acceptable level.