

North London Waste Plan Site/Area Assessment Sheets

Site Reference: A21-HR

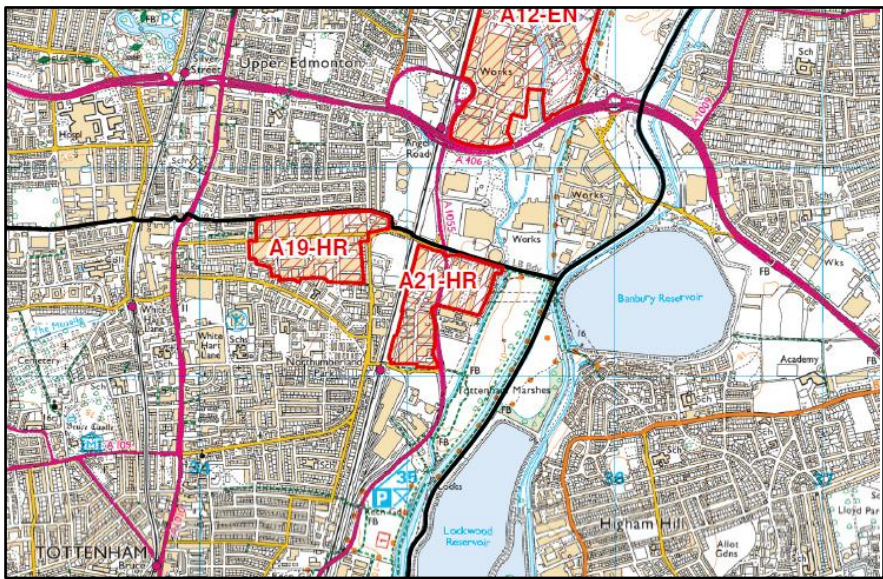
Site Name: North East Tottenham (SIL 12)

The proforma is structured as follows:

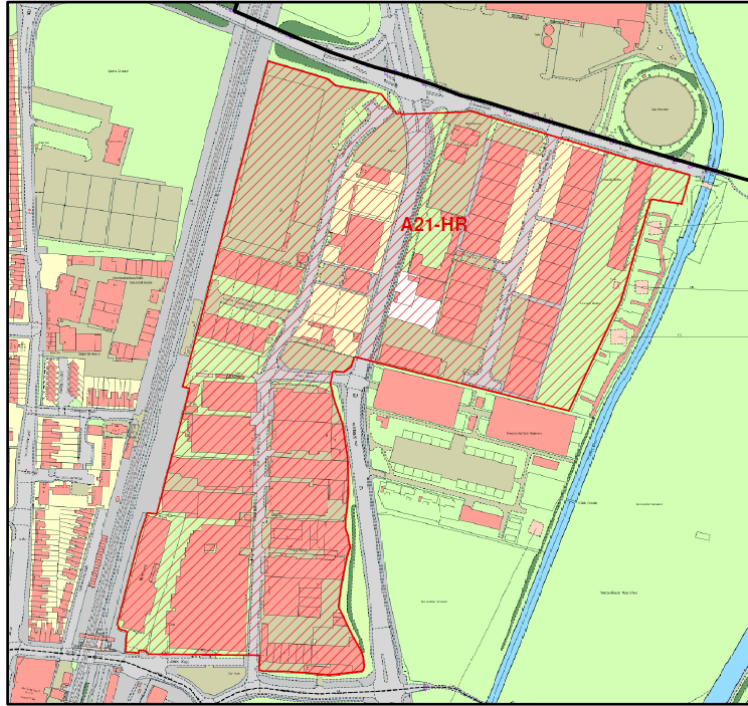
1. **Introduction** (provides basic information including site name, location, size etc.)
2. Appraisal against **Level 1 Absolute criteria** - the performance of the site in relation to national and international considerations (e.g. wildlife and landscape designations). The failure of a site to 'pass' Level 1 will mean that the site is discounted from further consideration and no further information on it is assembled.
3. Appraisal against **Level 2 criteria (screening)** - the performance of the site in relation to local considerations including the environmental, social and economic setting (e.g. local conservation designations).
4. Appraisal against **opportunities** – the performance of the site in relation to considerations which lend weight to its potential allocation (e.g. potential water or rail access, proximity to waste source etc.)
5. Appraisal against **deliverability criteria** – the performance of the site in relation to various practical aspects of bringing the site forward (e.g. land ownership, contamination etc.)
6. **Conclusions** on the site (conclusions on the relative merits of the site for waste management and the potential uses for the site in terms of different waste technologies). A traffic light classification for overall site performance is used. However, this is *indicative* and does not represent the final decision on whether or not the site will be taken forward for consultation / allocation.

Key issues

- It should be noted that the various criteria will not be weighted (although a failure to pass Level 1 will mean that the site will not be taken forward).
- For some sites, the proforma will be filled in on a gradual basis as more information emerges about the site and its suitability for particular waste management uses. Some criteria may therefore be scored initially as 'not assessed'

SITE DETAILS	
Site name/address	North East Tottenham (SIL 12), Garmen Road, N17 0UN
Site reference number	A21-HR
Borough	Haringey
Description of Site	Warehouses/Industrial
Description of surrounding uses	To the east of the area lies the Lee Valley Regional Park. To the west, the site is bound by a railway line, with a train station to the south. Beyond the railway line are industrial and residential uses. There are allotments to the south and an Ikea retail development to the north.
OS grid reference	E535184 N191332
Size (ha)	15.45
Date of appraisal	28 th October 2014 and 25 th June 2018
Appraised by	John Martin (2014) and Carolyn Williams / Mike Halsall (2018)
Source of site suggestion	Employment land data supplied by Haringey
Planning Information	
Designation of site (eg SIL, LSIS)	Site is designated a Strategic Industrial Location (SIL)
Relevant Local Plan policy	Area is within an Area of Archaeological Importance and is safeguarded as a waste site within the Site Allocations DPD
Evidence base for designation (eg employment land study)	Employment Land Study 2009, 2012 update, 2015 update
Are there any planned reviews of industrial land in the borough?	No, we have already undertaken the reviews as part of the Site Allocations DPD.
Location Plan	 <p>© Crown Copyright and database right (2016). Ordnance Survey 100021551</p>

Site Plan



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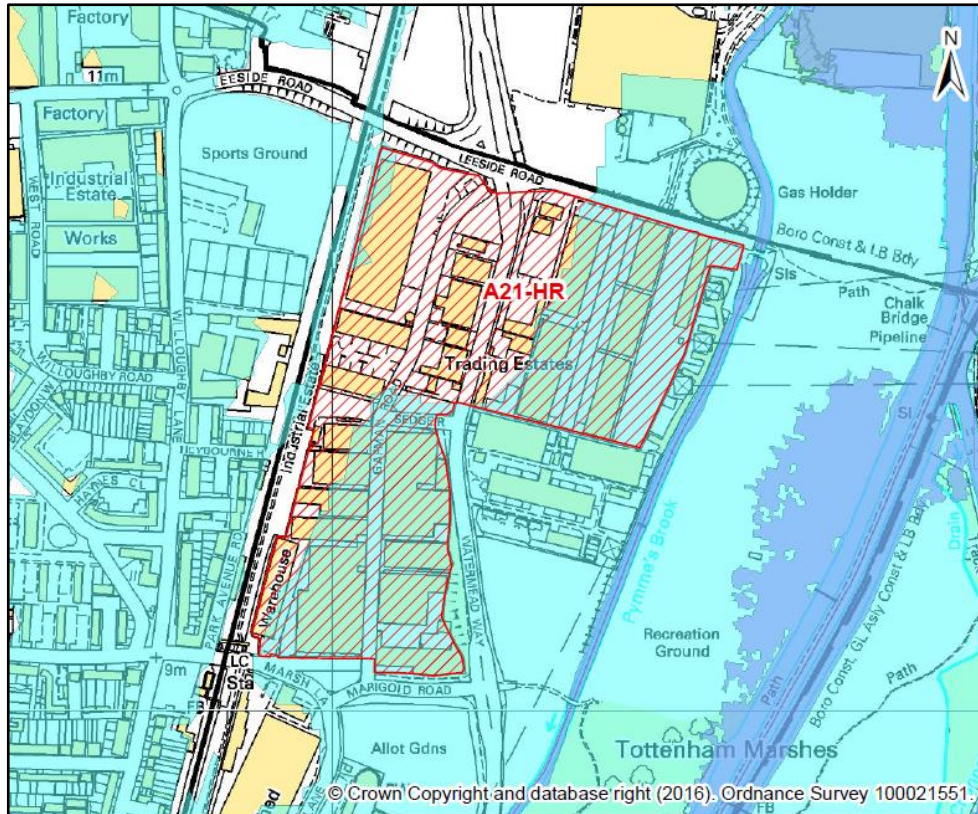




LEVEL 1 ABSOLUTE CRITERIA	
1. Is the site part of an internationally designated site (Special Protection Areas, Special Areas of Conservation, RAMSAR Sites)?	No
2. Is the site located within a Site(s) of Special Scientific Interest (SSSI)?	No
3. Is the site located within Metropolitan Open Land?	No
4. Is the site / or buildings within the site recognised as ANY of the following Heritage Assets: <ul style="list-style-type: none"> • Scheduled Ancient Monuments • Listed Building (grade I and II*) • Registered Historic Battlefields • Registered Parks and Gardens (grade I and II*)? 	No
5. Is the Site within the Green Belt (For Built facilities) and/or Grade 1 & 2 agricultural land?	No. Green Belt lies approximately 15m to the east.
6. Is the site within an Ancient Woodland?	No
7. Any showstopper site specific local plan policies and designations e.g. land allocated for housing	No
Should the site be taken forward for further consideration?	Yes
Are there any issues arising from Level 1 which needs to be carried forward?	No

LEVEL 2 CRITERIA - Screening	
Land Use	
<p>8. Indicate if land is-</p> <ol style="list-style-type: none"> 1. Strategic Industrial Locations 2. Locally Significant Industrial Sites 3. Industrial/Employment Land 4. Previously developed land 5. Contaminated 	<p>Area is designated as a SIL and Defined Employment Land</p> <p>The area is not contaminated as defined under Part 2A of the Environmental Protection Act. Localised contamination may be present within the area which could be identified and dealt with through the planning process.</p>
9. Would the site allow for the co-location of waste management facilities?	Yes
10. Is the site located in an area of major new developments?	No
<p>11. Is the site within or adjacent to an existing or planned Decentralised Energy network</p> <p>Could development at the site generate heat and / or power?</p> <p>Has this site been identified as a Heat Mapping zone?</p>	<p>The proposed Upper Lee Valley is a potential Decentralised Heat Network which runs adjacent to the area. North of the area is the potential Enfield decentralised energy network.</p> <p>Yes – the size is of sufficient size</p> <p>The area is in an area of medium energy consumption</p>
Deliverability: Land ownership	
12. Are there any issues of land ownership that could prevent development on the site being delivered?	Employment land data supplied by Haringey
Protection of water resources and managing flood risk	
<p>13. Is the site within:</p> <ul style="list-style-type: none"> • flood zones 2 or 3 • in an area with a history of groundwater flooding • a Critical Drainage Area (or area at risk of surface water flooding)? 	<p>The majority of area is within Flood Zone 2 (medium probability of flooding). The remainder is in Flood Zone 1 (lowest probability of flooding).</p> <p>The site is also at risk from surface water flooding.</p>

Flood Mapping



Key	
	Flood Zone 3
	Flood Zone 2
	Defences
	Areas Benefiting from Flood Defences
	Flood Storage Areas
	Proposed Areas

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14. Is the site within or adjacent to Principal Aquifers, Source Protection Zones 1 and 2 or surface waters?

The whole of the area is within Source Protection Zone 1.

Facilities within Source Protection Zone 1 should only deal with inert waste unless otherwise agreed with the Environment Agency.

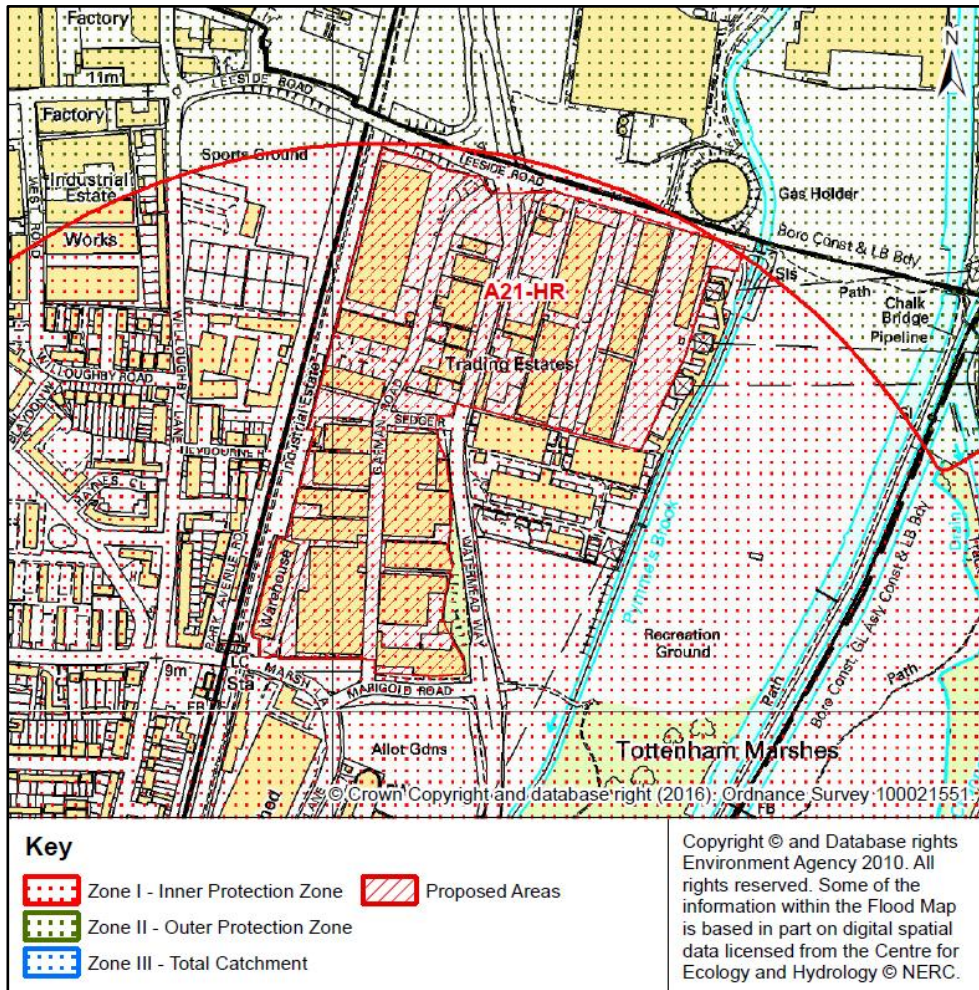
Pymmes Brook lies approximately 10m east and River Lee Navigation approximately 245m east of the area.

The area lies within a Secondary A Aquifer which lies within the superficial deposits

Environment Agency – Facilities within Source Protection Zone 1 should only deal with inert waste unless otherwise agreed with the Environment Agency.

Any new or redevelopment of existing waste management facilities with watercourses on or adjacent to the development should explore possibility of improving the river network

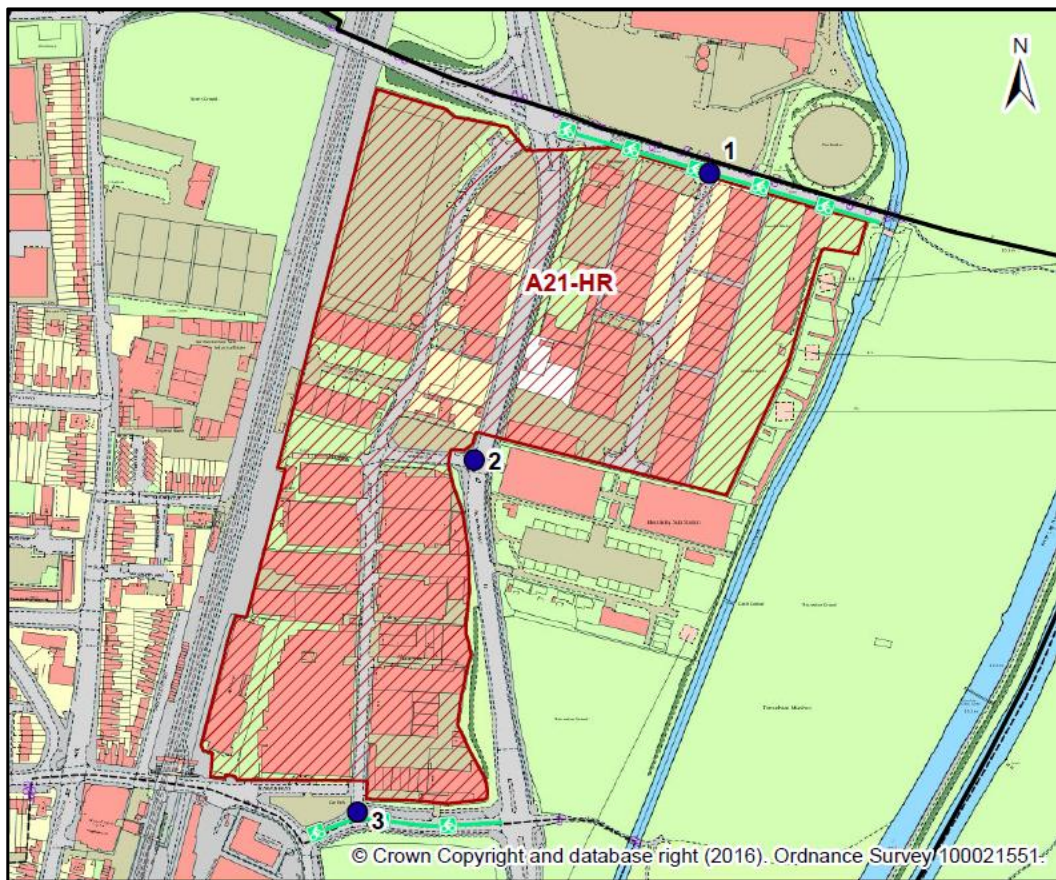
Source Protection Zone Mapping



Land instability	
15. Is the site subject to any known stability issues (historic mining or landfill sites identified within the area boundary)?	No stability issues identified.
Landscape and visual intrusion	
16. Is the site located within or adjacent to any area designated for its local landscape importance?	Green Belt 13m to the east of the area.
Green Belt and Open Space	
17. Is the site in the Green Belt? If so, would location of a non-built facility (eg on farm composting) here be consistent with the proximity principle, would it cause harm to the objectives of Green Belt designation?	No but the Green Belt is 13m east of the area.
18. Is the site adjacent to a Protected Open Space?	The Lee Valley Regional Park lies adjacent to the east of the area.
Nature conservation	
19. Is the site home to protected species and / or habitats?	Uncertain – needs to be investigated later in the planning process

20. Is the site within or adjacent to Sites of Importance for Nature Conservation (SINCs) (Metropolitan, Borough or local)?	Borough SINC adjacent to west and north east corner
21. Is the site in or adjacent to woodlands including ancient woodlands?	No
Historic environment and built heritage	
22. Is the site / or buildings within a site recognised as ANY of the following Heritage Assets: <ul style="list-style-type: none"> • Listed Building (other than grade I and II*) • Locally Listed Building Or adjacent to them?	No
23. Is the site within or adjacent to a Conservation Area?	No
Traffic and access	
24. Description of the road network in proximity to the site	<p>The area is dissected by the A1055 (Watermead Way) running north to south. Although the A406 North Circular is approximately 500 metres to the north, access onto that road is not available from Watermead Way.</p> <p>An overland rail line borders the west of the area but there does not appear to be enough scope for a siding to bring in waste</p>

Site Plan:



Access

25. How many vehicle entrances does the site have?	3
26. Are entrances suitable for HGVs?	Yes
If so which entrances? (marked on plan)	
1) Mowlem Trading Estate and Leaside Road	3) Garmen Road and Marigold Road
2) Sedge Road and Watermead Way	4)
27. Are there any junctions which could be upgraded to allow HGV access and if so would this require minor, moderate or significant alterations (marked on plan)	
1) Access suitable for HGV traffic	3) Access suitable for HGV traffic
2) Access suitable for HGV traffic	4)
28. Are entrances suitable for Refuse Collection Vehicles (RCV)?	Yes
If so which entrances? (marked on plan)	
1) Mowlem Trading Estate and Leaside Road	3) Garmen Road and Marigold Road
2) Sedge Road and Watermead Way	4)

29. Are there junctions which could be upgraded to allow RCV access and if so would this require minor, moderate or significant alterations (marked on plan)	
1) Access suitable for RCV traffic	3) Access suitable for RCV traffic
2) Access suitable for RCV traffic	4)
30. Is the site currently suitable for 24 hour access?	Yes
Road Information	
31. Is local road access suitable for HGV/RCVs?	Yes
32. Do local roads have capacity for additional traffic? (see Annex 1)	No
33. Are there any known problems with congestion near the site?	Yes
34. Are there any parking controls near the site?	Yes, but match days only
35. Are road safety measures adequate in the area (including cycling)?	No
If no please indicate issues: Watermead Way has a road safety issue with 25 accidents over the length of the road over the last three years	
36. Are there cycle routes near the site? (marked on plan)	Yes
Other	
37. What is the PTAL rating of the site/area	1b/2
38. Are there any known air quality issues/concerns locally in addition to being in an AQMA?	No
Please provide details of air quality issues of concerns: N/A	
Highways Comments on site/area overall suitability	
<p>There are known congestion issues at Leaside Road/Watermead Way junction at peak periods.</p> <p>In principle the area is suitable as a waste treatment plant but details of the entrances would need to be considered as part of further development of a proposal.</p> <p>Traffic generation is based on the following assumptions:</p> <ol style="list-style-type: none"> 1. Existing land uses are 42,871 m² on 15.5 hectare site 2. Existing are in single storey buildings 3. The waste treatment plan is 2ha [20000m²] 4. Future RCV is 60 in/out movements per day plus 40 bulk transport in/out movements 5. Existing traffic generation based on an average industrial/commercial is 6.476 vehicle trips per 100m² GFA. <p>Current vehicle trip generation = 358 Future RCV/bulk transport = 100</p> <p>The proposed trip generation excludes staff. In summary, the location would be acceptable on highway grounds.</p>	
39. Is there a navigable waterway or wharf adjacent or very close to the site?	Pymme's Brook to the east of the area and the River Lea Navigation further to the east.
40. Is there a railway line suitable for freight traffic adjacent or very close to the site?	Railway line borders the west of the area and there is a train station to the south.

41. Does the site have public footpaths and rights of way?	No
Infrastructure	
42. Gas and Electricity Infrastructure	<p>National Grid identify the following assets close to the area:</p> <ul style="list-style-type: none"> i. Underground cables – 275kV route – St John’s Wood to Tottenham. ii. Tottenham 275kV site and overhead transmission lines adjacent to the site. <p>National Grid operates the gas distribution network in Haringey.</p> <p>UK Power Network operates local electricity distribution in Haringey.</p>
Sensitive receptors	
43. Identify sensitive receptors which may be impacted by dust, fumes, emissions to air, odours, noise and vibration, vermin and birds, litter hazards.	Residential properties in close proximity to the area to the west and allotments to the south
44. Is the site located in or adjacent to an Air Quality Focus Area as defined by GLA	Area is within an AQMA designated area but not a Focus Area.
Aircraft hazard	
45. Is the site within an Airfield safeguarding area (bird strike zone)?	No
Cumulative Social, Environmental and Economic Impacts	
46. Will locating a new waste management facility on the site, in conjunction with other development including waste-related development in the vicinity, have an adverse impact on the environmental quality or character of the area?	
<p>The area is not within the Green Belt or Ancient Woodland. It is not within or adjacent to any area designated for its local landscape importance and does not contain any areas of public open space.</p> <p>The area comprises of existing industrial / employment units. Directing waste management facilities to this location is therefore unlikely to have a significant impact on the townscape provided that the facility is housed in structures which are similar in scale and design. The exact impact would however depend on the nature of the facility.</p> <p>A Borough Site of Importance for Nature Conservation (SINC) is adjacent to the area. Although the area is occupied by existing industrial uses, directing waste facilities to the area could introduce new impacts on this SINC. Any impact would however depend on the type of facility and its location within the area. It is also recognised that, in the absence of appropriate ecological surveys, there is only a limited level of certainty about any such impact.</p>	

47. Is locating a new waste management facility on the site, in conjunction with other development including waste-related development in the vicinity, likely to have an adverse impact as assessed through the Equalities Impact Assessment and Sustainability Appraisal on nearby communities?	
<p>Residential properties are in close proximity to the area to the west and allotments are to the south. However given the size of the area, waste management development could potentially take place in a part of the area that is a significant distance from these residential properties which could avoid impact on amenity.</p> <p>The site is an existing trading/industrial estate. However, depending on the use, there is scope for a waste facility in this area to introduce new impacts (odour, vermin) on amenity. There could also be some increase in dust and emissions from traffic accessing the area. It is however uncertain whether a waste facility would generate more traffic than the existing uses within the area and conditions could be used to mitigate other impacts.</p>	
48. Will locating a new waste management facility on the site, in conjunction with other development including waste-related development in the vicinity, be likely to inhibit or to promote the economic potential of the area as assessed through the Equalities Impact Assessment and Sustainability Appraisal on nearby communities?	
<p>The use of the area for waste management would encourage local economic growth through the provision of adequate waste facilities and would provide scope to diversify local waste sector and could help maximise value recovery.</p> <p>The use of the area for waste management could create employment opportunities and contribute towards reducing unemployment. Nevertheless, the number of new employment opportunities that would be created would depend on the nature of the facility and whether it is occupied by a new venture rather than the expansion/re-location of an existing business.</p> <p>In addition, the area appears to be fully occupied. As a result, the provision of a waste management facility in the area may result in the displacement of an existing employment use. The impact on the local economy is therefore considered to be uncertain.</p>	
LEVEL 2 CRITERIA - SPATIAL STRATEGY	
Accessibility and sustainable transport	
49. Does the site have good accessibility from existing urban areas or major new or planned development (i.e. the major sources of waste arisings)?	Yes
Co-location and compatible land uses	
50. Would the site allow for the co-location with complementary activities?	Yes
Greater London Development	
51. Is the site located in or adjacent to an Opportunity Area and/or Housing Zone?	Yes, area is within an opportunity area and housing zone.
52. Is the site located near the proposed route of Crossrail 2?	Yes, Transport for London has identified the site area lying in close proximity to a proposed Crossrail 2 station.

CONCLUSIONS ON THE SITE

The area has a number of large open yards that could be developed for waste management uses. There is good access to the area and there are good internal roads within the industrial estate.

Housing lies to the west of the area with an overland railway acting as a buffer. There is also a recreational area to the east and the positioning of any waste management facility would need to assess the impact on these sensitive receptors.

Application within the area which falls within a Source Protections Zone 1 will be required to demonstrate that they will not represent a risk to ground water, unless only handling inert waste.

POTENTIAL USES

According to the NPPW, WPAs should identify the type or types of waste management facility that would be appropriately located on the allocated site or in the allocated area, taking care to avoid stifling innovation in line with the waste hierarchy.

In light of this, an appraisal of the suitability of the site for accommodating a range of waste management facilities has been undertaken with reference to Government guidance - ODPM (2004) *Planning for Waste Management Facilities – A Research Study*. The suitability of the site in relation to a range of facility types has been indicated using a series of symbols (✓✓, ✓, X etc.) and a commentary provided.

Facility type	Broad suitability	Comments
A Integrated resource recovery facilities / resource parks	X	Although there may be a potential for such a park, the size of such facilities combined with unknown land ownership mean it is unlikely that such a facility would be delivered within this area
B Major waste treatment facility (including thermal treatment, anaerobic digestion, pyrolysis / gasification, mechanical biological treatment)	✓	A large facility of this type may be acceptable
C Waste transfer	✓✓	The area is suitable for waste transfer facilities
D Composting (including outdoor and indoor / in-vessel composting)	X	This type of facility may not be appropriate in this location
E Processing and recycling	✓✓	The area is suitable for recycling facilities

Potential mitigation measures

In light of the appraisal above, are there any potential mitigation measures which might be necessary for development on the site?	<p>There are a number of environmental issues facing the area such as the proximity of the area to a designated SINC and residential properties. Undertaking appropriate ecological surveys and implementing appropriate measures to improve the biodiversity value of the area are therefore likely to be important mitigation measures.</p> <p>Consideration should be given to any potential impacts on air quality and measures such as negative air pressure and rapid-closure doors on any</p>
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	<p>enclosed facility on the site and providing wheel washing facilities could help mitigate any potential impacts.</p> <p>In addition, as parts of the area are at a medium risk of flooding, the completion of a suitable Flood Risk Assessment, and the incorporation of SuDS or other techniques to manage surface water runoff will be key mitigation measures. Measures to protect ground water will need to be agreed with the Environment Agency.</p>
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Overall site performance			
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Band A	Band B	Band C	Band D
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<p>Band C</p> <p>This is a large (15ha) area and is set within a larger commercial/industrial area. The railway line to the west of the area acts as a buffer to residents further to the west and there is some recreational ground to the east. Running along the western boundary of part of the site is Pymmes Brook and the area is underlain by a Source Protection Zone 1 as such any development for non-inter waste will need to show that ground water will not be impacted. The area is however, of sufficient size to accommodate a number of waste management facilities without compromising the amenity of the sensitive receptors outlined above.</p>
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Should this site be taken forward for further consideration? Yes
