

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/2718

**Ward:** Crouch End

**Address:** Stanhope Road Bridge Stanhope Road N6 5DE

**Proposal:** Construction of a new footbridge with associated ramp, stepped access, and landscaping, involving demolition of the existing bridge.

**Applicant:** Simon Farrow

**Ownership:** Council

**Case Officer Contact:** Laurence Ackrill

**Site Visit Date:** 19/10/2021

1.1 The application has been referred to the Planning Sub-committee for decision, as the Council is the applicant.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide improved and more inclusive access to Parkland Walk, including for groups that share protected characteristics.
- The proposal would provide an enhanced and improved replacement bridge ensuring the character and appearance of the conservation area will be preserved
- The loss of trees and can be adequately mitigated through replacement tree planting and the proposal would result in an enhancement to existing habitats.
- The development would not result in harm to neighbouring residential amenity.

### 2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans

- 3) Materials submitted for approval
- 4) Construction management plan
- 5) Tree protection
- 6) Ecological enhancements
- 7) Replacement street trees
- 8) Desktop study contamination
- 9) Contamination remediation
- 10) Considerate constructor scheme
- 11) NRMM
- 12) DEMP & CEMP

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1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

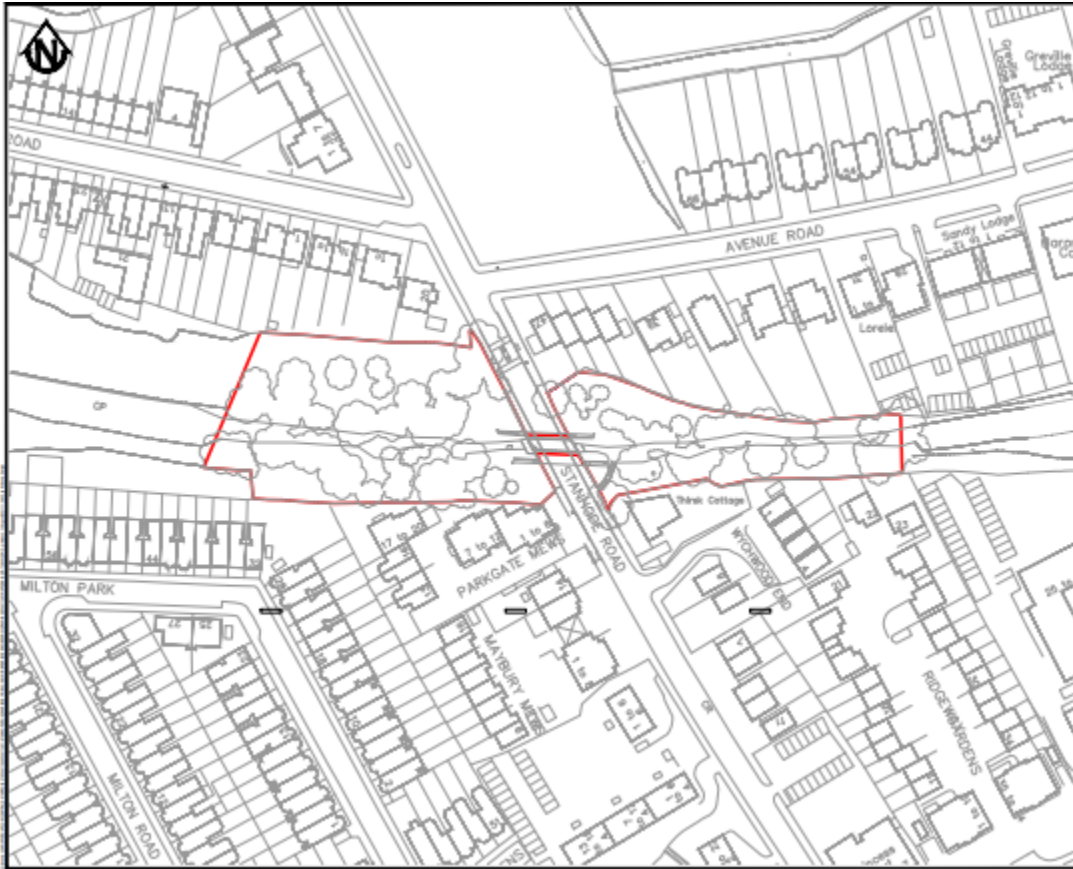


Fig 1 -Site Location



Fig 2 – Existing Bridge

## **Proposed development**

- 1.1 This is an application for the construction of a new footbridge following the demolition of the existing bridge. The scheme proposes to replace the existing stepped access to Parkland Walk from Stanhope Road with a new stair and a ramp to provide step-free access for pedestrians and cyclists. The works are required here as the existing footbridge and abutments are no longer fit for purpose and need replacing.

## **Site and Surroundings**

- 1.2 The application site relates to an existing footbridge linking the Parkland Walk across Stanhope Road. The Parkland Walk is a linear park and nature reserve, on a former railway line running from Finsbury Park to Muswell Hill. The Parkland Walk is designated as a 'Local Nature Reserve', a 'Metropolitan Site of Importance for Nature Conservation', an 'Ecological Corridor', a 'Green Chain' as well as also designated as 'Metropolitan Open Land'.
- 1.3 The bridge itself is locally listed and part of the site on the western side of Stanhope Road is located within Highgate Conservation Area. Crouch End Conservation Area is located due north of the site, immediately north of Avenue Road.

## **Relevant Planning and Enforcement history**

- 1.4 The most recent planning history in relation to the site is as follows.
  - OLD/1979/1293 | Parkland Walk Stanhope Road Bridge N6 - Replacement of existing bridge superstructure (with new prefabricated composite steel/concrete deck unit complete with parapets & associated works to abutments). - Grant permission - 06/02/1979.
  - OLD/1980/1363 | Parkland Walk Stanhope Road Bridge N6 - Provision of slopped access, metal display/boundary fencing, retaining wall and reinstatement of planting work. - Grant permission - 04/11/1980.

## **2. CONSULTATION RESPONSE**

- 2.1 The responses below were received following consultation on the application:
  - LBH Conservation Officer: The proposed alterations would preserve the character and appearance of the conservation area. The harm caused by the loss of the locally listed bridge would be outweighed by the public benefits of the proposal.
  - LBH Transportation Team: No objections subject to a condition relating to the submission of a construction management plan.

- LBH Environmental Health Team: No objections subject to conditions
- LBH Arboricultural Team: No objections subject to conditions to ensure adherence to the recommendations as set out in the Arboricultural Method Statement, the installation of tree protection measures and pre-commencement site meeting.
- LBH Nature Conservation Officer: No objection subject to the adherence to preliminary avoidance, mitigation and compensation measures
- Natural England: No comment
- Transport for London (TfL): No objections subject to conditions relating to the submission of a construction management plan.
- L.B. Islington: No comment

### **3. LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of press & site notices displayed in the vicinity of the site and 111 letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 183  
 Objecting: 183  
 Supporting: 0

- 5.1 The following local groups/societies made representations:

- Highgate Neighbourhood Forum – Object
- Friends of the Parkland Walk – Object
- Highgate CAAC - Object

- 5.2 The following Councillor(s) made representations:

- Cllr Cawley-Harrison - Object
- Cllr Culverwell - Object
- Cllr Hinchcliffe - Object

- 5.3 The following issues were raised in representations that are material to the determination of the application and are addressed in the report:

- Loss of trees and biodiversity
- Loss of historic parts of the bridge

- Visual intrusive design
- Impact on the character and appearance of the area
- Other locations for the ramp not fully explored.
- Lack of consultation (Officer Comment: public consultation was carried out in accordance with the Council's Statement of Community Involvement, including letters to neighbouring properties, site notices and press notice).
- The site is too steep for wheelchair access (Officer Comment: the ramp has been designed in accordance with the recommended gradients within the Design Manual for Roads and Bridges, CD353 Design Criteria for Footbridges).
- Pre-submission consultation inadequate (Officer Comment: this is not a matter for the LPA).

## **6 MATERIAL PLANNING CONSIDERATIONS**

6.1 The main planning considerations raised by the proposed development are:

1. Impact on MOL
2. Accessibility
3. Design and impact on Heritage
4. Impact on trees and ecology;
5. Impact on amenity;
6. Transport considerations.

### **Principle of development**

#### Impact on the MOL

6.2 London Plan Policy G3 'Metropolitan Open Land' (MOL) states that MOL should be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt. Para 147 of the NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Considering whether the proposal is appropriate within the MOL Para 150 sets out that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within this includes 'engineering operations'.

6.3 The proposed works would involve a replacement bridge and the associated works, including the ramp and steps would largely be taking place at ground level with the alterations to the landscaping and external works small in scale. It is therefore considered that the proposal would preserve openness and does not conflict with the purposes of including land within the MOL. The site circumstances in terms of openness would not be altered significantly as a result of the works. Moreover, as set out below the proposed works would facilitate enhanced access

to the site for recreational purposes, and are appropriate within MOL, in accordance with the aims of NPPF and London Plan policies.

### Accessibility

- 6.4 There are a number of overarching policies within the NPPF (2021), the London Plan (2021) and the Council's local plan which support the proposal here, in terms of providing improved access to the Parkland Walk, the Public Sector Equality Duty (PSED) contained in the Equality Act 2010 is also an important consideration in assessing this application, as discussed below.

### National Planning Guidance

- 6.5 The NPPF (2021) states that planning policies and decisions should: "Ensure developments create places that are safe, inclusive and accessible and which promote health and well-being". The NPPF talks in length about promoting healthy and safe communities and make specific reference to promoting access to a network of high-quality open spaces and opportunities for sport and physical activity being important for the health and well-being of communities.
- 6.6 In respect of Metropolitan Open Land (MOL) policy guidance of paragraphs 137-151 of the NPPF on Green Belts applies to Metropolitan Open Land (MOL). Paragraph 145 outlines that "local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land".

### London Plan 2021

- 6.7 London Plan (2021) Policy GG1 seeks to ensure that all development in London takes account of London's diverse population. This policy seeks to ensure that this approach permeates throughout the Plan and that the specific requirements of those sharing protected characteristics are consistently identified and considered as part of all planning and development across London. The policy refers to the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation.
- 6.8 London Plan Policy G3 'Metropolitan Open Land' (MOL) states that proposals to enhance access to MOL and to improve poorer quality areas, such that they provide a wider range of benefits for Londoners are appropriate within MOL, will



be encouraged. Examples include improved public access for all, inclusive design, recreation facilities, habitat creation, landscape improvement and flood storage.

- 6.9 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all.

#### Local Plan 2017

- 6.10 Both Local Plan Policy SP13 and Policy DM20 seek to protect open space from development, with proposals for ancillary development on open space supported where they are necessary for, or would facilitate, the proper functioning of the open space as per policy DM20. Local Plan Policy SP7 (2017) states that in line with the London Plan, the Council will work with its partners to improve public realm and promote walking and cycling. Policy DM2 'Safe and Accessible Environments' states that development proposals should ensure that new developments can be used "safely, easily and with dignity by all" and "protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes".

#### Equality Act 2010 and its implications

- 6.11 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

- 6.12 Under PSED the Act requires public authorities as a decision maker, in carrying out their functions, to pay due regard to the need to achieve the objectives set out under section 149 of the Equality Act, specifically:

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and  
(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

(6) Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

6.13 The Council's equality duty is not to achieve the objectives in section 149(1), but to have "due regard" to the need to achieve them. Even in cases where the duty is to pay very high regard to the section 149 objectives, the considerations raised by the Equality Act 2010 are not themselves decisive. A public authority is entitled to balance those considerations against countervailing factors, and the weight to be given to those countervailing factors is for it to decide.

6.14 In this instance the applicants have the duty to consider the needs of groups that share protected characteristics and show how the existing barriers might be removed. An Equalities Impact Assessment (EQIA) has been prepared, which highlights that the scheme presents an opportunity to provide improved access and wider use of the Parkland Walk to those who currently have limited mobility or require ramp or compliant step access. These benefits must then be weighed against the other impacts of the developments as set out below.

### Assessment

6.15 The existing footbridge and abutments have been identified as being no longer fit for purpose and require demolition. The abutments have failed structural assessments and there are bearing failures at the east abutment. Feasibility studies have concluded it is not financially viable to repair the bridge and therefore demolition and replacement of the bridge is necessary. The proposal would also improve access to the Parkland Walk from Stanhope Road through the inclusion of a new stair and a ramp to provide step-free access for pedestrians, cyclists and wheelchair users. This improved accessibility is strongly supported by the NPPF, London Plan and Local Plan.

6.16 Furthermore as outlined in the EQIA the resulting development will provide positive benefits to residents in the area, in particular it would have a positive impact on:

- the young, elderly and those with disabilities, especially with limited mobility;

- those who can be victim of crimes such as hate crimes as the design improves natural surveillance thereby increasing safety and security;
- those who have additional requirements in order to be able to move around the area such as those in wheelchairs and with pushchairs and younger pedestrians through the provision of a compliant accessible ramp and steps.

6.17 In developing the final design several options were considered and studied against a set of criteria and the assessment concluded that the proposed bridge design achieves the most balanced outcome against the following criteria:

- Impact on the nature reserve and trees;
- Usability;
- Personal safety;
- Impact on adjacent properties;
- Landscape and visual impact; and
- Cost, maintainability, and buildability.

6.18 The chosen location for the bridge replacement and ramp construction has been carefully designed to retain as many trees as possible. One category B tree (T105) identified to be removed to facilitate the development, but would be compromised due to the bridge reconstruction, regardless of where the new ramped access would be located.

6.19 Mindful of the planning policies concerning access, particularly in relation to open space, as well as the equality law context outlined above, the incorporation of an associated ramp with the works here are strongly supported for promoting inclusive access. The proposal here would facilitate improved public access to the Parkland Walk, including groups that share protected characteristics, and is therefore considered acceptable in principle. As discussed further on this report, potential countervailing factors arising from the development can be adequately mitigated against through mitigation measures.

### **Design and impact on Heritage.**

6.20 The NPPF paragraph 197 states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

6.21 Policies D3 and HC1 of the 2021 London Plan seek to ensure that development proposals are well-designed and relate positively to existing character; that they

conserve and enhance the significance of heritage assets, including Conservation Areas and locally listed buildings/ structures.

- 6.22 Local Plan Policy DM1 seeks to secure the highest standard of design which respects local context and character, so as to contribute to the creation and enhancement of Haringey's sense of place and identity, while DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.23 The Highgate Neighbourhood Plan (HNP) (2017) is also a material consideration in determining this site. HNP Policy DH1 states that proposals to demolish buildings and structures that are non-designated heritage assets will be subject to a balance judgement with regards to the scale of the loss and the significance of the asset, with any proposed replacement should make a positive contribution to the conservation area.
- 6.24 Part of the application site is within Highgate Conservation Area (its eastern edge) and as such there is a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. The former railway bridge is also a locally listed structure. The boundary of Crouch End Conservation Area is also located approximately 60m due north of the bridge.



**Fig 3 – Conservation Area Boundaries**

- 6.25 This part of Highgate Conservation Area is predominantly characterised by 19<sup>th</sup> and early 20<sup>th</sup> Century development of 2/3-storey detached houses complemented by leafy gardens, with some of the original houses replaced with modern blocks of flats of various age and architectural style. Views of the Parkland Walk immediately surrounding the bridge and the open, spacious, soft-landscaped character of the portion of Stanhope Road comprised in the adjacent Crouch End Conservation Area altogether contribute to the experience of both Conservation Areas along Stanhope Road.
- 6.26 The Council's Conservation Officer has reviewed the submitted details and notes that the bridge nowadays constitutes a functional and utilitarian feature subordinated to the fruition of the Parkland Walk as it was altered in the late 20<sup>th</sup> Century and currently consists of a modern single span steel deck that replaced the original bridge span, supported on its original late-19<sup>th</sup> century abutments. These alterations have substantially obscured the original appearance of the bridge and have substantially diminished its intrinsic special interest and significance. The bridge was locally listed in 2004, essentially for its evidential, historic and group value together with the other original bridges and structures surviving along what was a railway and converted in the Parkland Walk in the 1980s.
- 6.27 The Conservation Officer notes that the bridge has been comprehensively surveyed at various stages and both structural investigations and monitoring confirm that it suffers from structural damage affecting its overall structural integrity including settlement issues and significant cracking on the west abutment. It has been necessary to install a temporary prop to the bridge to monitor its movement. It is evident that the bridge has severely and critically deteriorated over time, with the alterations to the original bridge span having compromised its structural behaviour. The bridge needs critical repair and reconstruction works.
- 6.28 The Conservation Officer concludes that there is sufficient and convincing evidence to accept that it is necessary to replace this utilitarian structure of low heritage significance, as it is no longer fit for purpose and in the interest of public safety, as well as for the beneficial use of the Parkland Walk and visual amenity to this part of the Conservation Area.
- 6.29 The proposed new bridge is the result of a comprehensive, multidisciplinary pre-application discussion that has informed both the extensive design exploration stage and the final design response to the site. The design team has fully acknowledged the specific topography, the primacy of the Parkland Walk as a key feature of the area and its markedly suburban character. A thorough understanding of the few positive features of the existing bridge within its context, including its unobtrusive, simple and linear appearance and the visual permeability allowing for longer views along the length of Stanhope Road and wider area have been appreciated.

- 6.30 The Conservation Officer notes that design process has led to a sensitive choice of an equally simple and visually permeable, yet well-designed new bridge that performs well in its pedestrian and cycle-able functions, that blends into its surrounding area and still allows for the full enjoyment of views of the area along Stanhope Road. Careful consideration has been paid to achieve the most harmonious design, proportions, materials and finishes of the bridge span, its abutments, access ramps, complementary landscaping compatibly with the Council's resources and vision.
- 6.31 The proposed bridge, with its honest, yet well-detailed simplicity, would be subordinate to the suburban, soft-landscaped character of this part of the area. It would enhance the experience and accessibility of the Parkland Walk as a significant feature and would positively respond to the heritage setting of the Conservation Areas, complemented by a landscape scheme.



**Fig 4 -Bridge Visualisation**

- 6.32 The Conservation Officer Concludes that the proposed replacement of the locally listed bridge is fully justified, it is sensitively designed and mitigated by the thorough heritage-led design approach and would have a very modest impact on the appearance of the directly affected Highgate Conservation Area and nearby Crouch End Conservation Area, while enhancing its fruition and successfully retaining its key features of special interest, its special character and significance.
- 6.33 The loss of the deteriorated and much altered locally important bridge would lead to substantial harm to this non-designated heritage asset, however this harm should be assessed according to the test at paragraph 197 of the NPPF having regard to the local importance and modest significance of the heritage asset and considering that its loss is necessary to achieve much needed public safety and substantial public benefits that would outweigh this harm.
- 6.34 The proposed design for the new Stanhope Bridge would preserve the character and appearance of the conservation area and is therefore acceptable heritage

terms, subject to the further review of detailed design elements as secured by way of a planning condition; namely the bridge parapet, abutment, materials and finishes throughout.

## **Trees and ecology**

### Impact on trees

- 6.35 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on, and close to the site. Policy OS2 of the HNP states that there should be no net loss of trees as a result of development, and pro rata replacement will be expected where trees are removed.
- 6.36 In assessing the acceptability of the loss of trees they are first categorised A-C or U if of very low quality. This categorisation is defined by sub-categories including Arboricultural value i.e. species / condition, Landscape i.e. visual contribution and Cultural i.e. cultural value.
- 6.37 To facilitate the construction of the new bridge, it is proposed to remove three trees, T105 (Oak), which is a category 'B' tree and T110 - T111 (Ash) which are category 'C' trees. Category C trees should not be considered as a constraint against development and their removal will generally be acceptable.
- 6.38 The Council's Tree Officer has been consulted as part of the application and advises that T105 is a mature specimen, which has been colonised by Russian vine, a non-native invasive species that has impacted its condition and form. This has resulted in an uneven crown, which is sparse with deadwood present. Although the vine does offer a potential habitat, the trees overall contribution to biodiversity is significantly reduced in comparison with an Oak of similar size and age that has developed without being heavily colonised by Russian vine.
- 6.39 The design of the works has sought to minimise the loss of trees and discussions have taken place between the Council's Tree Officer and the development team to explore whether any design solution could retain T105. However, it was found that the necessary construction works and changes in levels to install the new bridge, would in all options result in its root plate being compromised risking its future health and stability.
- 6.40 Given the above, the Council's Tree Officer advises that in order to adequately mitigate for the loss of canopy cover from the removal of T105, T110 and T111, that up to 10 new native trees should be planted off site on nearby streets in Stanhope Road and Avenue Road. This is in line with the Policies set out above.

- 6.41 To protect trees identified to be retained planning conditions are imposed to ensure the recommendations set out in the Arboricultural Method Statement (AMS) are adhered to, including that of tree protective fencing measures to be installed prior to works commencing. These are to include Arboricultural monitoring of works and a pre-commencement site meeting to ensure all involved understand the importance of the Parkland Walk as a Local Nature Reserve.

#### Nature conservation

- 6.42 Policy G6 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Local Plan Policy DM19 states that development proposals on 'Local Nature Reserves', 'Sites of Importance for Nature Conservation' or 'Ecological Corridors', should protect and enhance the nature conservation value of the site and that where harm cannot be reasonably avoided; it be suitably demonstrated that appropriate mitigation can address the harm caused.
- 6.43 The site lies within a Local Nature Reserve, a Metropolitan Site of Importance for Nature Conservation (SINC) and an Ecological Corridor. The proposal would impact on ecology through the necessary vegetation clearance and land take to facilitate the footbridge works and access works. It is proposed that such impacts be mitigated through a quantitative increase in biodiversity. A 13% net gain in 'Area-based Habitat Units' (HU) can be achieved through on-site habitat creation and the enhancement of retained woodland. This would involve preventing excursions into the woodland habitat in specific areas using log piles, dead hedging, or similar features to create a natural barrier. It would also include the retention of the trunks of larger felled trees, which would be moved into woodland areas and the erection of free standing, dead trunks within enhanced woodland. The Council's Nature Conservation Officer has been consulted and accepts this approach and notes that there are no irreplaceable habitats that would be impacted by the proposed development.
- 6.44 Overall, whilst the proposal would require the removal of trees and some biodiversity loss, adequate mitigating measures involving replacement trees and habitat creation are to be proposed that would overall enhance the nature conservation value of the Parkland Walk in line with the above policies.

#### **Impact on neighbouring amenity**

- 6.45 DPD Policy DM1 'Delivering High Quality Design' requires that the privacy and amenity to neighbours is not harmed.



- 6.46 The nature of the works here are considered modest in scale taking account of what is currently on site and would not result in harm to the residential amenity of neighbouring occupiers.
- 6.47 The location of the proposed ramps would not facilitate further views towards neighbouring residential habitable room windows or garden areas, above what can already be seen from the elevated level of the Parkland Walk.
- 6.48 The construction phase of the site would be a temporary disturbance and is an unavoidable aspect of new development. The Control of Pollution Act would provide protections in terms of hours of work to mitigate against unreasonable noise and disturbance being created in relation to neighbouring occupiers. The submission of a construction management plan is also required, subject to a condition, to help minimise the levels of disturbance and inconvenience.

### **Transport considerations**

- 6.49 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.
- 6.50 The proposed replacement bridge would enable the long term retention of the Green Chain along this section of the Parkland Walk and therefore continued access to facilities that encourage walking and cycling.
- 6.51 The Council's Transportation Team has been consulted as part of the application and advise that the works would require a construction management plan to be submitted as part of a condition in order to mitigate against temporary disruption to the local highway network. The details will need to include traffic management plans, vehicular swept paths (with 300mm error margins), programme for all phases of demolition and construction, details of number and size of construction vehicles and should follow TfL guidance for construction logistics plans. Similarly, Transport for London have also raised no objections to the proposed works, subject to a condition relating to the submission of a Construction Management Plan.

### **Conclusion**

- 6.52 The existing footbridge and abutments have been identified as being no longer fit for purpose and require demolition. The proposal would provide improved public access to the Parkland Walk, including for groups that have share protected characteristics. The development is considered acceptable in terms of its impact on the character and appearance of the conservation area and on neighbouring residential amenity. Impacts on the trees and biodiversity can be adequately

mitigated against through replacement tree planting, the creation of on-site habitat creation and the enhancement of retained woodland, resulting in a net-gain in biodiversity within the boundary of the application site.

- 6.53 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **7. CIL APPLICABLE**

- 7.1 N/A

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions subject to conditions in Appendix 1

Applicant's drawing No.(s) Access Statement, Tree Survey Plan Sheets 1 & 2, Tree Protection Plan Sheets 1 & 2, Detailed Arboricultural Report, Statement of Community Engagement, Heritage Statement, Roosting Bat Report, BR-0010 P03, BR-0011 P02, LS-0001 P01, BR-0009 P03, BR-0008 P03, TC-0003 P01, Preliminary Risk Assessment, Preliminary Ecological Appraisal, Planning Statement, Outline Construction Management Plan, TC-0002 P01, Equality Impact Assessment, Design & Access Statement & Demolition Method Statement.

Subject to the following condition(s)

### Appendix 1

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 approved plans comprise drawing nos: Access Statement, Tree Survey Plan Sheets 1 & 2, Tree Protection Plan Sheets 1 & 2, Detailed Arboricultural Report, Statement of Community Engagement, Heritage Statement, Roosting Bat Report, BR-0010 P03, BR-0011 P02, LS-0001 P01, BR-0009 P03, BR-0008 P03, TC-0003 P01, Preliminary Risk Assessment, Preliminary Ecological Appraisal, Planning Statement, Outline Construction Management Plan, TC-0002 P01, Design & Access Statement & Demolition Method Statement. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or

where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. No development shall take place on site until samples of all external materials and finishes to be used on the footbridge have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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 D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. The development hereby approved shall not commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority. The CMP shall include details of the following relevant measures:

- I. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise and disturbance;
- II. Site logistics arrangements;
- III. Details regarding parking, deliveries, and storage;
- IV. Details regarding dust and noise mitigation measures to be deployed;
- V. Details of any boundary hoarding;
- VI. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area, on users of the Parkland Walk and safety of the highway network, and
- VII. Details of a named person for residents to contact.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

5. Before any development or construction work begin (including demolition works) a pre-commencement meeting with all the necessary stakeholders shall take place to discuss the precise position of the approved tree protection measures to be installed as set out in Figure 3 of 'Arboricultural Method Statement' (AMS) and the necessary tree protection monitoring measures needed to be carried out by suitably qualified tree specialist during construction works. Thereafter the tree protection measures shall be carried out in

accordance with the approved details, or any variation as may subsequently be agreed in writing by the LPA.

Reason: In order to ensure the safety and well being of the trees on and adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. The development hereby permitted shall be carried out in strict accordance with the mitigation and enhancement measures and/or works as contained within the Ecological Appraisal, with all works carried out, in accordance with the approved details.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity, consistent with Policy G6 of the London Plan 2021 and Policy SP0, SP4 and SP13 of the Haringey Local Plan 2017 and Policy DM19 of The Development Management DPD 2017.

7. Detail of the numbers (minimum 10), species, location and size of the new tree planting necessary to compensate for the trees being removed on site shall be submitted to and approved in writing by the local planning authority prior to the completion of the works, with such planting being carried out in the first planting season following the completion of the development hereby approved. Reason: To deliver amenity and environmental benefits associated with trees as well as in the interests of the creation of habitats for biodiversity, consistent with Policy G6 of the London Plan 2021 and Policy SP0, SP4 and SP13 of the Haringey Local Plan 2017 and Policy DM19 of The Development Management DPD 2017.

8. Before development commences other than for investigative work:
  - a. Using the information already submitted on the Preliminary Risk Assessment report with reference number 70077287-WSP-EGT-B-RP-LE-002 prepared by WSP and dated September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
  - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out; and
- d. A report that provides verification that the required works have been carried out, shall be submitted to, and 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.

- 9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.
- 10. 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.

- 11. Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

- 12. All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM emissions. Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

- 13. Demolition/Construction Environmental Management Plans

- a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
- b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
- b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:
  - i. A construction method statement which identifies the stages and details how works will be undertaken;
  - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
  - iii. Details of plant and machinery to be used during demolition/construction works;
  - iv. Details of an Unexploded Ordnance Survey;
  - v. Details of the waste management strategy;
  - vi. Details of community engagement arrangements;
  - vii. Details of any acoustic hoarding;
  - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
  - ix. Details of external lighting; and,
  - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
  - i. Monitoring and joint working arrangements, where appropriate;
  - ii. Site access and car parking arrangements;
  - iii. Delivery booking systems;
  - iv. Agreed routes to/from the Plot;
  - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
  - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
  - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

Informatives:

**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: Countryside and Rights of Way Act 2000**

The applicant is advised that a tree may provide a habitat for plants and wildlife protected under the Countryside and Rights of Way Act 2000 especially where trees are dead or dying or if works are carried out during the nesting season.

**INFORMATIVE:** Prior to demolition or any construction work of the existing bridge, 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.

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transport Officer</b>	<p>Initial response:</p> <p>a. Please clarify how the construction site compound, that is proposed to be brought forward as ‘permitted development’, will be linked to the discharge of proposed condition for Construction management plan.</p> <p>b. Similarly, the detailed CMP (subject to condition) should include details of all proposed temporary works / traffic management arrangements necessary that will be during demolition and construction works.</p> <p>Follow up response:</p> <p>I am happy for conditions to be included to resolve matter raised, via submission of detailed construction management plan for approval, prior to start of demolition / construction works.</p>	<p>Section 72(l)(a) amplifies the general power in section 70(1)(a) in two ways. It makes clear that the local planning authority may impose conditions regulating the development or use of land under the control of the applicant even if it is outside the site which is the subject of the application. (The courts have held that the question whether land is under control of an applicant is a matter to be determined according to the facts of the particular case, and is not dependent on the existence of a freehold or leasehold interest: only such control over the land is needed as is required to enable the developer to comply with the condition). The section also makes clear that the local planning authority may grant planning permission for a specified period only.</p> <p>Conditions can relate to land outside of the application site boundary as it only relates to land required to carry out the development.</p> <p>A condition relating to Construction Management Plan has been attached.</p>
<b>Arboricultural Officer</b>	<p>To facilitate the construction of the new bridge, it is proposed to remove three trees, T105 (Oak), which is</p>	<p>Conditions added with regards to tree protection and strict adherence to the Arboricultural Method Statement following a</p>



Stakeholder	Question/Comment	Response
	<p>categorised as a 'B' tree and T110 - T111 (Ash) which are categorised as a 'C' trees.</p> <p>T105 is a mature specimen which has been colonised by Russian vine, a non-native invasive species. I believe the tree has been accurately categorised, its condition and form have been impacted by the Russian vine, resulting in an uneven crown, which is sparse with deadwood present. Although the vine does offer a potential habitat, the trees overall contribution to biodiversity is significantly reduced in comparison with an Oak of similar size and age that has developed without being heavily colonised with Russian vine.</p> <p>I acknowledge the need to replace the existing bridge and I have discussed retaining T105 with colleagues in Highways. However, it appears that the necessary construction works and changes in levels to install the new bridge, would result in its root plate being compromised and its future health and stability would be at risk.</p> <p>To mitigate for the loss of canopy cover from the removal of T105, T110 and T111, I would recommend the planting of up to 10 new native trees off site on Stanhope Road and Avenue Road.</p> <p>If permission is granted for this development, robust planning conditions must be applied to ensure the recommendations set out in the Arboricultural Method Statement (AMS) are adhered to. These must include Arboricultural monitoring of works and a pre-commencement site meeting with all the necessary</p>	<p>pre-commencement site meeting. A condition requiring the planting of a minimum of 10 street trees within the locality of the site has also been included.</p>

Stakeholder	Question/Comment	Response
	<p>stakeholders to ensure all involved understand the importance of the Parkland Walk as a Local Nature Reserve. The specification for protective fencing must be as shown in Figure 3 of the AMS. The AMS may need to be revised after the pre-commencement meeting to ensure any changes agreed on site are included.</p>	
<p><b>Nature Conservation</b></p>	<p><b>Policy Overview</b> The Council has considered the potential effects of development projects on the site.</p> <p><b>Documents</b> A Preliminary Ecological Appraisal for the Proposed Development, comprising a desk study search for baseline information on designated sites, habitats and protected species, a Phase 1 habitat survey of the Site and a Preliminary Bat Roost Assessment (PBRA) and trees within the Site and the WSP Biodiversity Net Gain Report have been prepared to current good practice guidance covering relevant legislation and policy.</p> <p><b>Considerations</b> Parkland Walk LNR is a designated Site of Metropolitan Importance for Nature Conservation and Local Nature Reserve. As part of the new Local Plan, a review of the current condition and status of the London Borough of Haringey's Sites of Importance for Nature Conservation (SINCs) will identify any changes to the condition or content of the SINCs which would affect their current status and/or level of designation. The report will deliver evidence and justifications, of the recommendations and ecological value. The review will enable and produce a</p>	<p>Condition added with regards to ensuring works are carried out in strict adherence with the recommendations as set out in the Ecological Appraisal.</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="583 235 1400 342">new Habitat Management Plan for Parkland Walk LNR, recognising the need to control vegetation close to bridges that may cause structural damage.</p> <p data-bbox="583 380 747 410">Conclusion</p> <p data-bbox="583 417 1400 594">It is recognised that the Proposed Development may negatively affect the nature conservation value of the LNR through vegetation clearance and land take within the vicinity of the footbridge to improve accessibility to Parkland Walk LNR.</p> <p data-bbox="583 638 1400 854">It is proposed that the Development will achieve a quantitative net gain in biodiversity value of 13.04% net gain in Area-based Habitat Units (HU). Achieved through the creation of on-site habitat creation and the enhancement of retained woodland. And no irreplaceable habitats are impacted by the Proposed Development.</p> <p data-bbox="583 894 856 925">Recommendations</p> <p data-bbox="583 932 1400 995">Preliminary avoidance, mitigation and compensation measures</p> <ul data-bbox="583 1002 1400 1399" style="list-style-type: none"> <li data-bbox="583 1002 1283 1032">• Vegetation clearance – to be kept to a minimum</li> <li data-bbox="583 1039 1400 1216">• Ecological enhancement opportunities measures are included within the Proposed Development to minimise negative impacts to Parkland Walk LNR, through replacement planting and good practice construction measures.</li> <li data-bbox="583 1222 1400 1399">• Trees are retained where possible to ensure continued roosting opportunities for bats within the Site. Where the loss of these trees is unavoidable, it is recommended that trees are soft-felled in sections under ecological supervision by a licensed bat surveyor.</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Sensitive lighting strategy.</li> <li>• Identify a suitable time frame in which habitat establishment and management should be undertaken.</li> <li>• To ensure the safeguarding of the proposed net gain include the creation of a Landscape Ecological Management and Maintenance Plan, and specific habitat management aimed at enhancing the retained woodland. Detailing the specifications on how to achieve the proposed habitats and condition, including the species composition and management requirement.</li> </ul>	
<b>Conservation Officer</b>	<p>The locally listed former railway bridge at Stanhope Road forms part of the Parkland Walk and sits on the eastern edge of Highgate CA which is here predominantly characterised as a 19th and early 20<sup>th</sup> Century development of 2/3-storey detached houses complemented by leafy gardens, while some of the original houses have been replaced with modern blocks of flats of various age and architectural style. Views of the Parkland Walk immediately surrounding the bridge and the open, spacious, soft-landscaped character of the portion of Stanhope Road comprised in the adjacent Crouch End Conservation Area altogether contribute to the experience of both Conservation Areas along Stanhope Road.</p> <p>Within this markedly landscaped context the bridge nowadays constitutes a functional and utilitarian feature subordinated to the fruition of the Parkland Walk as it was altered in the late 19th Century and currently consists of a modern single span steel deck that replaces the original</p>	<p>Noted, and highlighted within the assessment of the proposal. A condition relating to the submission of materials has been attached.</p>

Stakeholder	Question/Comment	Response
	<p>bridge span, supported on its original late-19th century abutments.</p> <p>These alterations have substantially obscured the original appearance of the bridge and have substantially diminished its intrinsic special interest and significance. It is important to stress that the bridge was locally listed in 2004 essentially for its evidential, historic and group value together with the other original bridges and structures surviving along what was a railway line then converted in to the Parkland Walk.</p> <p>The bridge has been comprehensively surveyed at various stages and both structural investigations and monitoring confirm that it suffers from structural damage affecting its overall structural integrity including settlement issues and significant cracking on the west abutment. It has been indeed necessary to install an unsightly temporary prop to bridge deck at Stanhope Road.</p> <p>It is evident that the bridge has severely and critically deteriorated over time, that the alterations to the original bridge span have compromised its structural behaviour, there are also ground-related issues and the accessibility to this stretch of Parkland Walk is very poor and the bridge needs critical repair and reconstruction works.</p> <p>There is sufficient and convincing evidence to accept that it is necessary to replace this utilitarian structure of low heritage significance that doesn't serve any more its purpose In the interest of public safe enjoyment of the Conservation Area and beneficial use of the Parkland Walk.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed new bridge is the result of a comprehensive, multidisciplinary pre-application discussion that has informed both the extensive design exploration stage and the final design response to this heritage -sensitive as well as naturalistically sensitive site. The design team has fully acknowledged the specific topography, the primacy of the Parkland Walk as a key feature of the area and its markedly suburban character.</p> <p>A thorough understanding of the few positive features of the existing bridge within its context, such as its unobtrusive, simple and linear appearance, the visual permeability allowing for long views along the length of Stanhope Road and for views of the wider area, has led to the sensitive choice of an equally simple and visually permeable yet well-designed new bridge that performs well in its pedestrian and cyclable functions, that blends into its surrounding area and still allows for the full enjoyment of views of the area along Stanhope Road. Careful consideration has been paid to achieve the most harmonious design, proportions, materials and finishes of the bridge span, its abutments, access ramps, complementary landscaping compatibly with the council's resources and vision.</p> <p>The proposed bridge, with its honest yet well-detailed simplicity, would be subordinate to the suburban, soft-landscaped character of this part of the area, would enhance the experience and accessibility of the Parkland Walk as a significant feature of the Conservation Area, would positively respond to the heritage setting of the</p>	

Stakeholder	Question/Comment	Response
	<p>Conservation Area and would be complemented by a landscaped scheme that will enable the insertion of the new bridge with associated access ramps in the current location.</p> <p>The proposed replacement of the locally listed bridge is fully justified and necessary, it is sensitively designed according to a thorough heritage-led design approach that retains the overall proportions, appearance, functional role and the very symbolic group value of the bridge as part of a group of historic bridges erected along the former railway line now converted into the Parkland Walk. The new Stanhope Bridge would therefore successfully preserve the special character of the Conservation Area.</p> <p>The loss of the deteriorated and much altered locally important bridge will lead to substantial harm to this non-designated heritage asset, however this harm should be assessed according to the test at paragraph 197 of the NPPF having regard to the local importance and modest significance of the heritage asset and considering that its loss is necessary to achieve much needed public safety and substantial public benefits that would largely outweigh this harm.</p> <p>Also, the loss of the locally listed bridge would have a low impact on the character of the nationally important Conservation Area that is robustly underpinned by its residential developments, well- preserved infrastructure heritage and landscape features.</p>	

Stakeholder	Question/Comment	Response
	<p>This loss would lead to a low level of less than substantial harm to the significance of the Conservation Area, this is a level of harm proportionate to the modest contribution that this much altered and deteriorated bridge brings to the conservation area, and the test outlined at paragraph 198 of the NPPF should apply with regard to the substantial public benefits deriving from the replacement of the bridge with a safe, sound, well-designed and fully accessible one. These public benefits would in our view amply outweigh the low level of less than substantial harm and would ensure the optimum viable use of this part of the Conservation Area.</p> <p>The proposed bridge is therefore supported from conservation grounds as a low impact solution to enable the necessary public improvements while preserving the character and conserving the significance of the nationally important Conservation Area. Detailed design of the bridge parapet, abutment, materials and finishes throughout should be approved by the local authority as part of planning conditions.</p>	
<b>LBH Pollution</b>	<p>Having considered all the relevant supportive information especially the Planning Statement with reference number 70077287-WSP-GEN-B-RP-TP-0001, Demolition Method Statement with reference number 70077287-WSP-GEN-B-RP-LE-0006 taken note of sections 3.2 (Air Quality &amp; Dust) and 3.5 (Contaminated Materials), Outline Construction Management Plan with reference number 70077287-WSPGEN-B-RP-DE-0005 taken note of sections 3.3 (Air Quality &amp; Dust) and 3.7 (Contamination) and the Preliminary Risk Assessment</p>	<p>Noted and conditions have been attached to cover the elements raised within the comments.</p>



Stakeholder	Question/Comment	Response
	<p>report with reference number 70077287-WSP-EGT-B-RP-LE-002 all prepared by WSP and dated September 2021 taken note of Table 7-2 – Preliminary Conceptual Site Model, sections 7 (Preliminary Conceptual Site Model) and 8 (Conclusions &amp; Recommendations), please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted considering the sensitive receptors around the development site.</p> <ol style="list-style-type: none"> <li>1. Land Contamination</li> <li>2. Unexpected Contamination</li> <li>3. NRMM</li> <li>4. Demolition/Construction Environmental Management Plans</li> </ol> <p>The development shall be carried out in accordance with the approved details whilst the submitted, Demolition Method Statement with reference number 70077287–WSP–GEN–B–RP–LE-0006 and Outline Construction Management Plan with reference number 70077287-WSP-GEN-B-RP-DE-0005 can be used as part of the supportive information to discharge the above condition.</p> <p>Additionally, the site or Contractor 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.</p> <p>Informative:</p>	

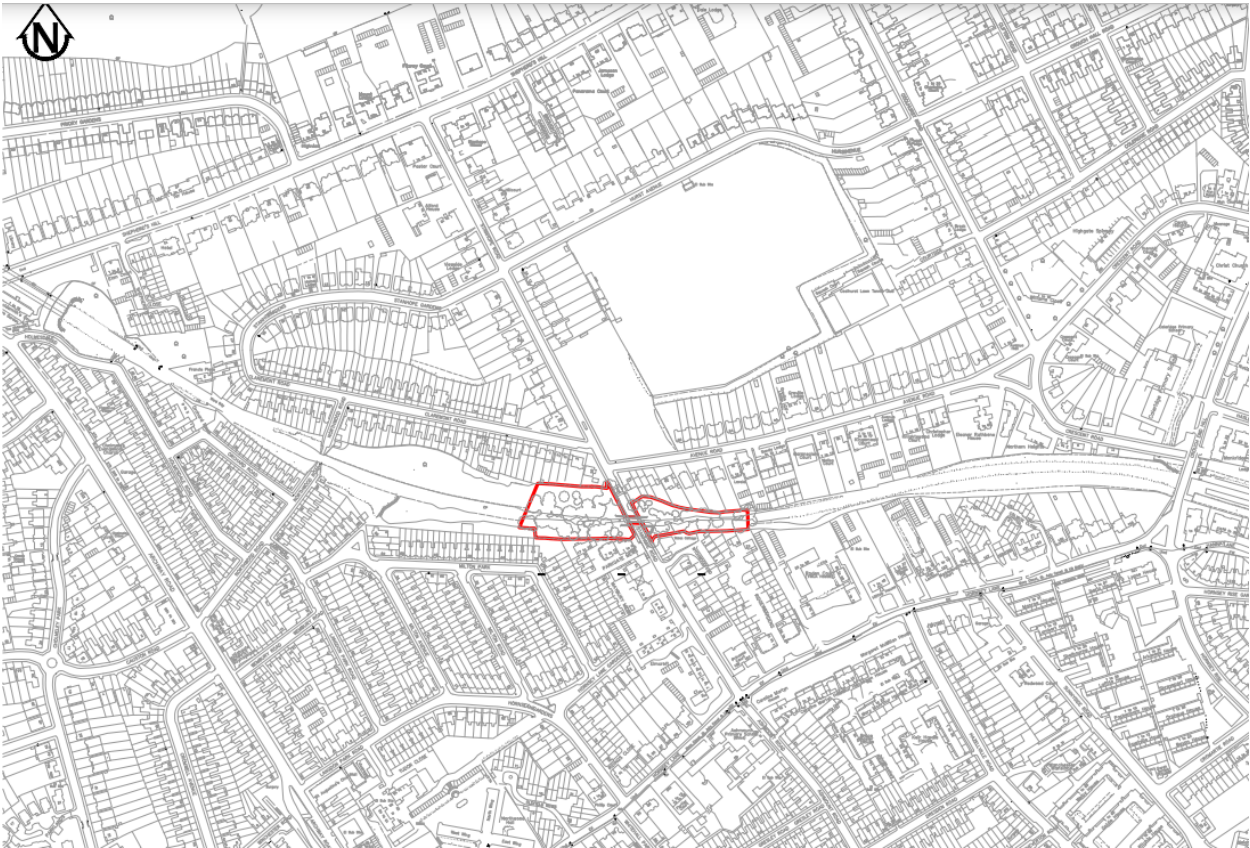
Stakeholder	Question/Comment	Response
	<p>1. Prior to demolition or any construction work of the existing bridge, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<b>EXTERNAL</b>		
<b>Transport for London</b>	<p>Initial response:</p> <p>1) The site of the proposed bridge is located on Stanhope Road which is a bus route, which the W5 service uses.</p> <ul style="list-style-type: none"> <li>- The applicant provides some information regarding the full closure of the road and that each side of Stanhope Road will be closed at certain times.</li> <li>- However, we request that they provide us with the details of the full length of closures for each phase, so we can fully assess the impact on the W5 bus service</li> <li>- We can divert but if it's over a certain amount of time then it would be a service change.</li> </ul> <p>2) TfL recommends that the applicant chooses a light soft colour regarding the colour of the hoarding proposed for the construction. Darker colour hoarding can have an impact regarding safety and perception of safety for pedestrians. As there has already been concerns regarding potential crime at the site from the local</p>	<p>The relevant queries raised by TfL are to be addressed by way of condition relating to a Construction Management Plan. TfL would be consulted as part of the detail submitted to discharge that condition.</p>

Stakeholder	Question/Comment	Response
	<p>community, this would be a strategy in trying to minimise this.</p> <p>3) TfL recommends the applicant to look into measures to support active travel for the workers to the site. Providing the workers with the information and knowledge regarding how to access the site by public transport, walking or cycling. This is to support London Plan Policy T1.A – as development proposals should facilitate ‘the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041’.</p> <p>Therefore, TfL requests further information as provided above before we can be in support of this application.</p> <p>Follow up response:</p> <p>Yes if we could secure these elements by condition that would be great thank you, TfL consultation is vital regarding discussion of the bus routes and the road closures and look forward to further discussion with your project team.</p>	
<b>Natural England</b>	<p>Natural England has no comments to make on this application.</p> <p>Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.</p>	<p>The submitted details have been reviewed by the Council’s expert ecological consultee and the relevant conditions have been attached in relation to the recommendations as set out in the Ecological Appraisal.</p>

Stakeholder	Question/Comment	Response
	<p>Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.</p> <p>Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006</p> <p>The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p>	
<b>L.B. Islington</b>	The London Borough of Islington do not wish to make any comments at this time.	n/a

**Appendix 3 Plans and Images**

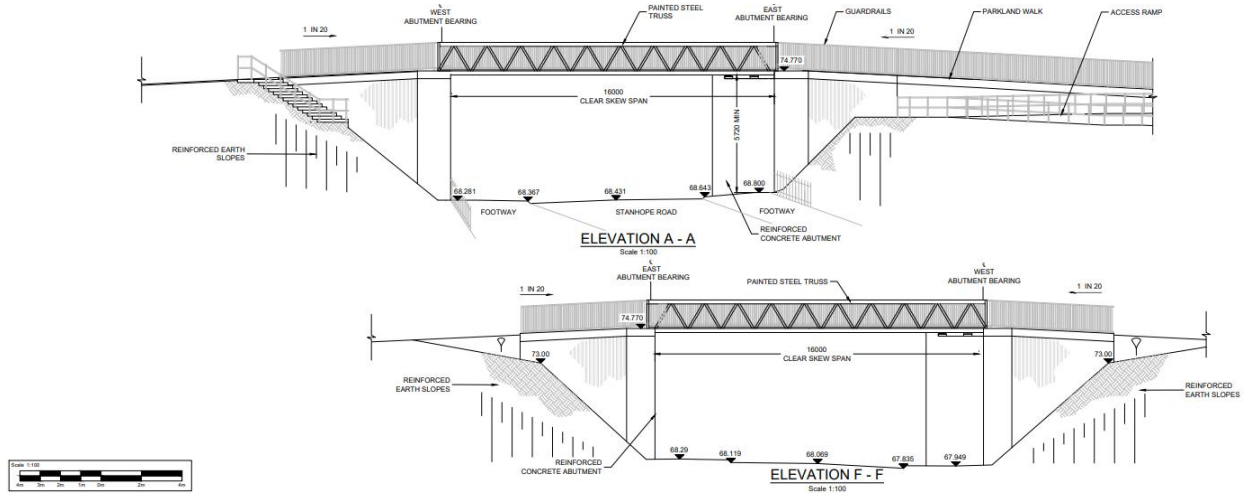
**Location Plan**



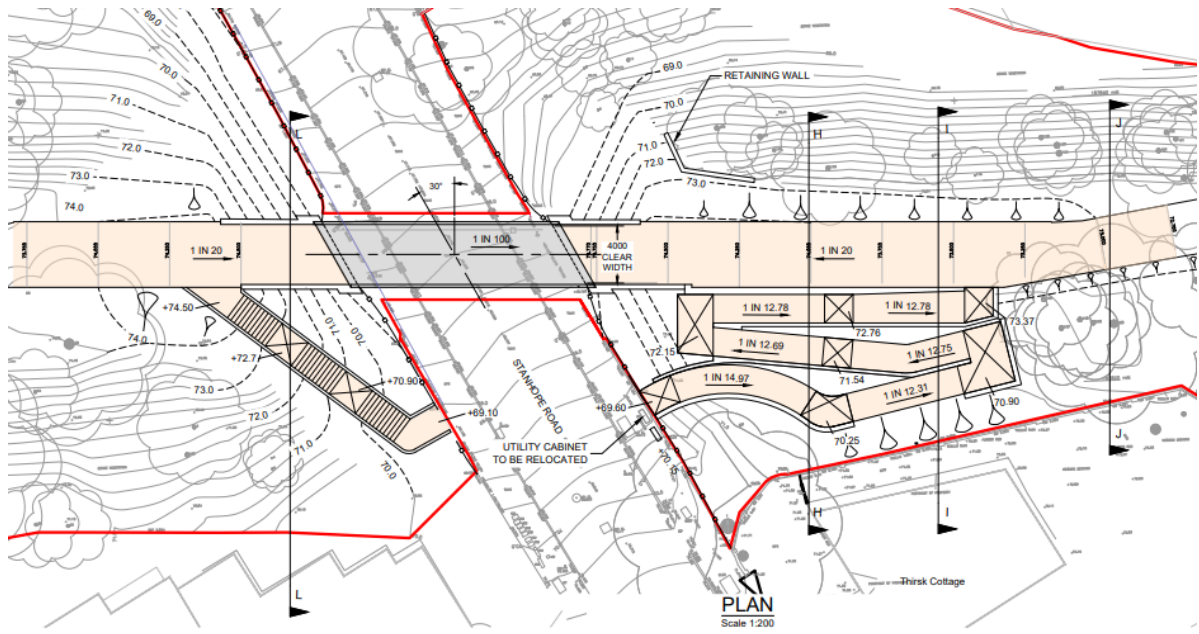
**Conservation Area Boundary**



# Proposed Elevations (North & South)

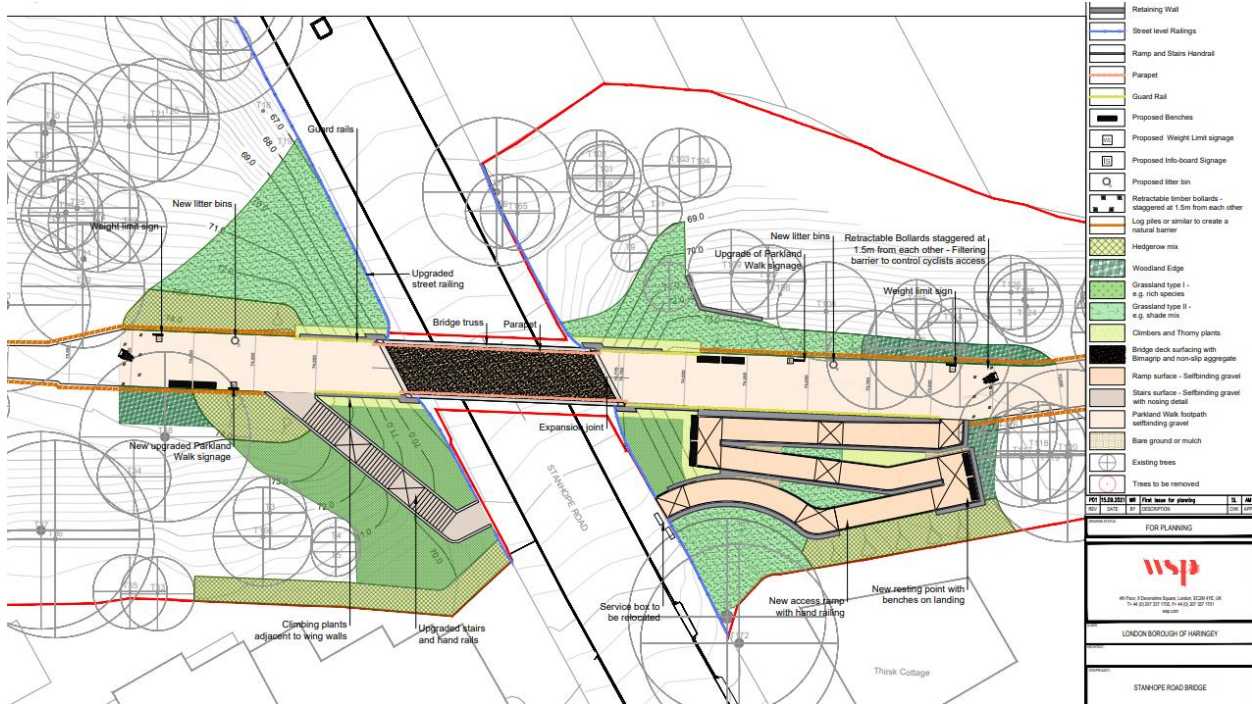


# Proposed Plan



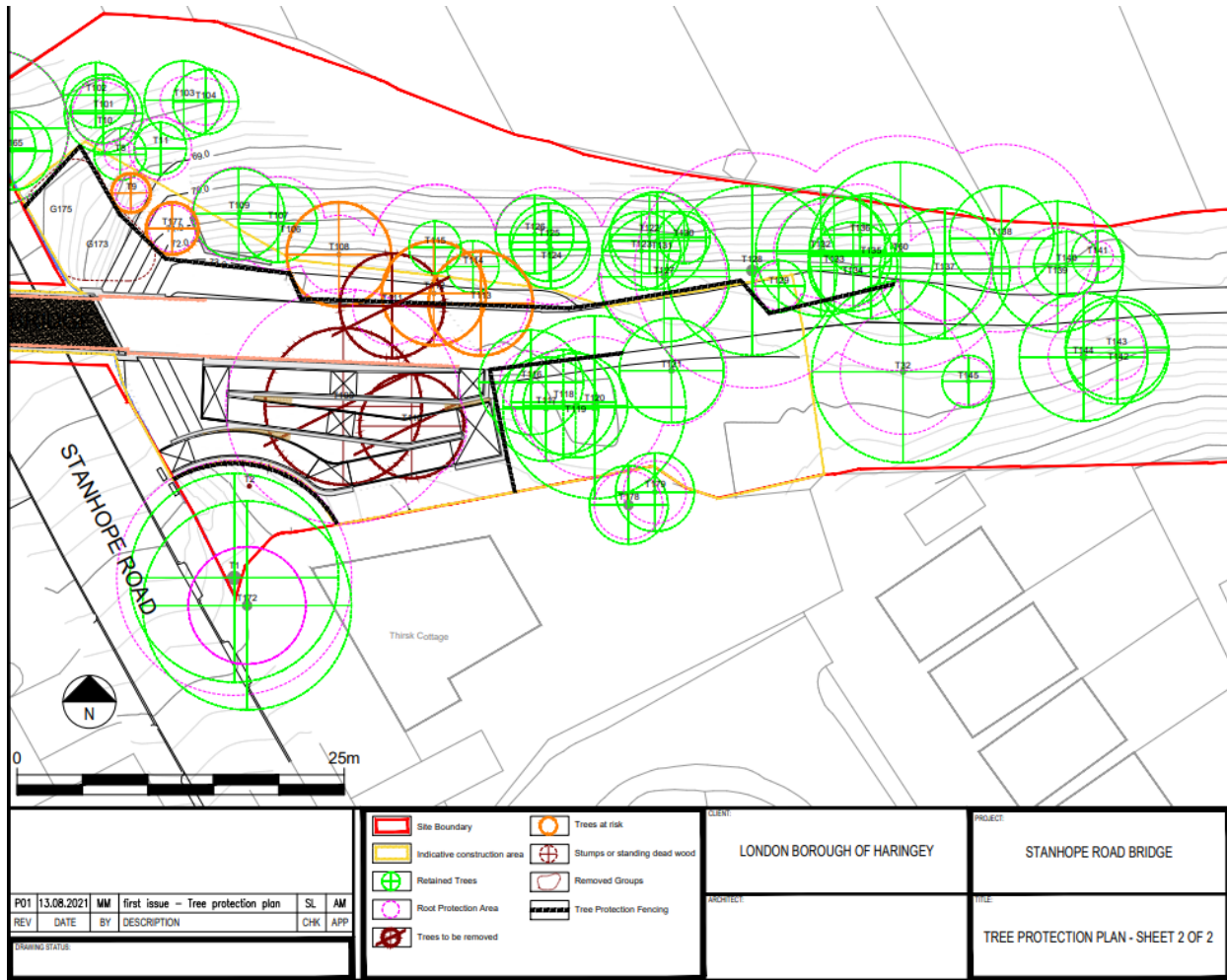


# Landscaping Plan





# Tree Removal Plan (east side of bridge)



# Visual Representation

