

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1 APPLICATION DETAILS

Reference Nos: HGY/2025/0818

Ward: Tottenham Hale

Address: Tottenham Hale Station, London Underground Ltd, Station Road, Tottenham, London, N17 9LR

Proposal: Section 73 application to vary Conditions 1 and 11 of the approved development ref: HGY/2013/2610 (previously amended via application ref. HGY/2018/1897 which amended condition 2 of the original permission HGY/2013/2610 with changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station access point and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.

Applicant: London Underground Limited

Ownership: Public

Case Officer Contact: Gareth Prosser

Date received: 26/03/2025

Plans and Document: See Appendix 3 to this report.

1.1 The application has been referred to the Planning Sub-Committee for decision as the planning application is a major application.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal seeks permission for amendments to the Tottenham Hale Station extension, approved originally under permission HGY/2013/2610, by way of a S73 application. A Section 73 application allows an applicant to either change or remove conditions that have previously been imposed on a planning permission.
- The proposed amendments will remove the requirement to construct a pedestrian link bridge to Hale Village and replace this with significant improvements to Ferry Lane, which will be delivered through a section 278 (s278) highways agreement with the Council.
- The works to be provided under the s278 agreement will improve existing pedestrian and cycling infrastructure on Ferry Lane and access to the Station, in addition to wider walking and cycling benefits which will provide comparable enhancements to the approved link bridge.
- The proposal is a revised scheme following the refusal of a S73 planning application (reference HGY/2023/3078) by the Planning Sub Committee on October 8th 2024, against officer recommendation.
- Section 278 works do not require planning permission; however, these works are proposed in order to improve the efficiency and safety of pedestrians and vehicular activity and movement so to mitigate the absence of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station. TfL would

provide funding of £4 million to enact a broad range of improvements to cycle and pedestrian infrastructure within the Ferry Lane and Tottenham Hale Station area secured through a s278 highways agreement with The Council.

- Detailed designs are provided as indicative for illustration only at this point and the applicant has committed to continue final design work with engagement with local communities which will include Haringey Cycling Campaign (HCC), Disability Action Haringey and the Ferry Lane Action Group.

2 RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to GRANT planning permission subject to the conditions and informatives set out below.

2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended conditions (planning permission) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

2.3 **Conditions Summary** (Full text of recommended conditions is contained in Appendix 1 of this report. Conditions are replicated and amended where necessary from the extant permission HGY/2018/1897).

- 1) Approved plans
- 2) Sample of materials (discharged in part)
- 3) Refuse and waste storage (discharged)
- 4) Archaeology (discharged in part)
- 5) Station management (discharged)
- 6) Signage strategy (discharged)
- 7) Demolition and construction (discharged in part)
- 8) Waste management plan (discharged)
- 9) Ecological receptors mitigation and enhancement strategy
- 10) Consideration constructors (discharged in part)
- 11) Section 278 agreement
- 12) Outline construction programme for Link Corridor.
- 13) Demolition and construction waste (discharged)
- 14) Arboricultural statement
- 15) Local labour (discharged)
- 16) Heating and hot water
- 17) Liaison group

2.4 **Informatives Summary** – (the full text of Informatives is contained in Appendix 1 to this report).

- 1) Waste management
- 2) Surface water drainage
- 3) Thames Water
- 4) Oil discharges
- 5) Archaeology
- 6) Watching brief
- 7) Consultation heritage
- 8) Network Rail procedure
- 9) Network Rail asset protection

10) Asbestos

11) CIL

12) Section 61 Agreement under Control of Pollution Act 1974

2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

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- 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAIL
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAIL

Background

- 3.1. The planning permission to extend the operational railway station at Tottenham Hale involved the creation of a new station entrance, enlarged station concourse, improved access and a new pedestrian bridge with lifts to improve accessibility (reference HGY/2013/2610 (granted in 2014). The existing footbridge (in exclusive use by users of the Rail services) within the Station was also to be extended to form a new station entrance from Hale Village known as the Hale Village Link Bridge (HVLB) and involved the closure of the existing Ferry Lane subway.
- 3.2. The extension provided under the approved development would take the footbridge out of 'station operation' and allow the public to enter the station from Hale Village/ Daneland Walk and then proceed to the respective gates for either Underground or Network Rail / Greater Anglia services within the Station. A lift was required to be installed to provide step-free access to the HVLB, however due to uncertainty at the time regarding positioning of a 3rd and 4th platform TfL agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and timetable for its installation prior to the completion of the works. A third platform has since been installed.
- 3.3. A S73 variation to the original planning permission (HGY/2018/1897) was approved in 2019 to facilitate changes to the 'access for all bridge' and to provide a link corridor between the ticket hall and the access for all bridge. No change to the requirement for the HVLB was sought. A Section 73 application allows an applicant to either change or remove conditions that have previously been imposed on an existing and extant planning permission.
- 3.4. Changes to design and circumstance since the original application have led to the Hale Village entrance not being delivered. The applicant's submissions outline how revised modelling from Network Rail and Greater Anglia show that unless the existing footbridge remained in use for rail passengers, there would be overcrowding on the platform (the next train would arrive before all passengers from the previous train had been able to exit). This now means that the link bridge would need to stay in operation serving the rail line and require ongoing staffing and revenue protection measures – in essence, this would mean that the Hale Village link bridge (HVLB) would need to become a paid rather than unpaid link.
- 3.5. Furthermore, due to updated regulations on clearance between the tracks and overhead cables, the level of any new bridge/ footbridge would also need to be raised in order to conform to the new standards.
- 3.6. All these changes have resulted in a substantial increase in estimated costs for delivering the link bridge. The estimated cost given within the applicant's Design and Access Statement is £14m at current prices (2025). The original cost within the original application was £2-3m.

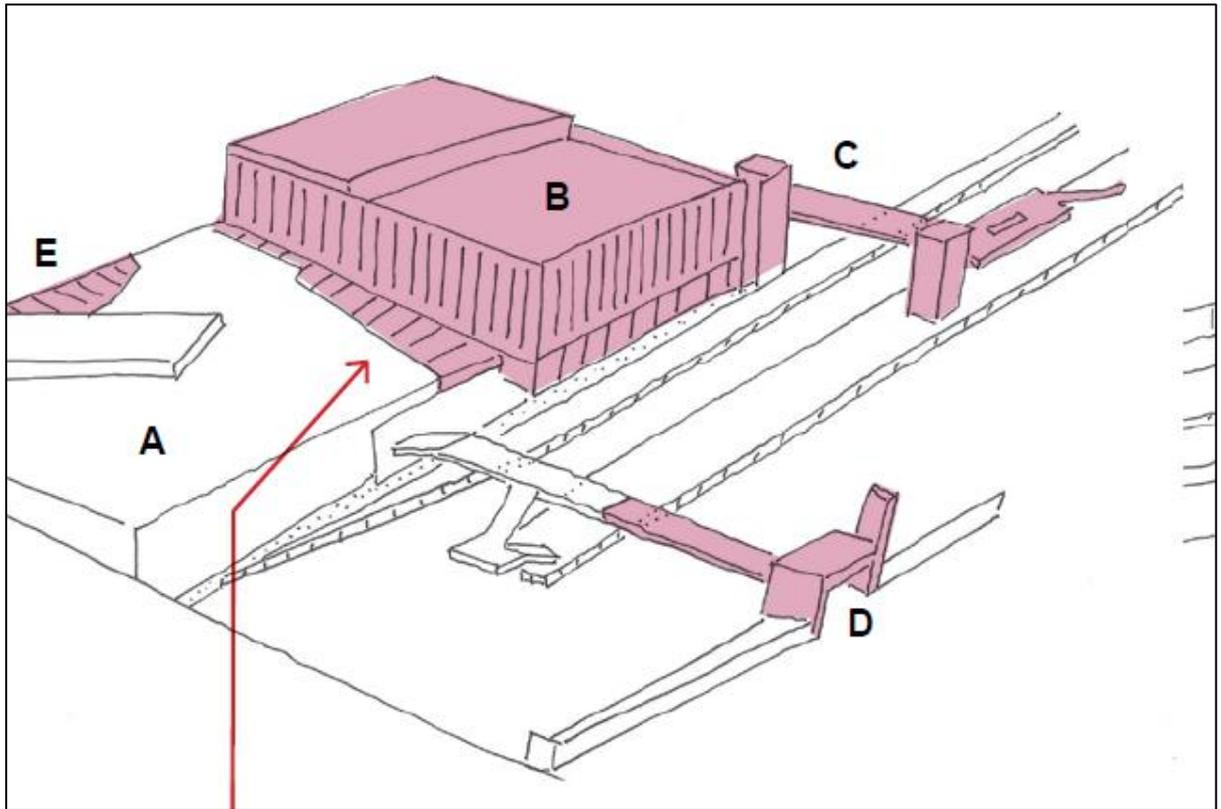


Figure 1 Pedestrian link bridge extension shown (D), pink being the area required to be constructed, the other annotations being: the modification of the existing concourse ('A'), construction of a new concourse structure ('B'), the access for all structures ('C') and infilling of the inset area of brick frontage ('E'). (Source: Design and Access Statement submitted with application HGY/2013/2610)

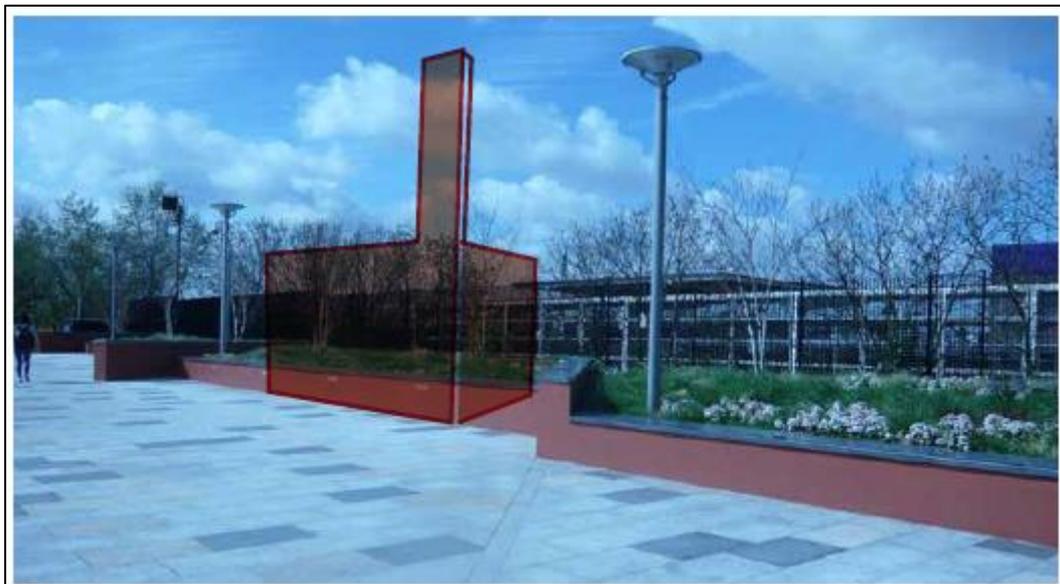


Figure 2 Public realm area on Hale Village illustrating the proposed location of the link gateway. (Source: Design and Access Statement submitted with application HGY/2013/2610)

- 3.7. The applicant has outlined the efforts undertaken to date to secure the additional funding necessary to construct the HVLB. This has included, in 2019, the development of a longlist of 18 different options, with 4 of these then further developed and presented to the Deputy Mayor of London (Transport), and senior TfL & DfT officers. A request was then made to National Rail and DfT seeking to match TfL's 50% funding offer, however this request was unable to be met.
- 3.8. Therefore, in an effort to deliver compensatory improvements to east-west access to the station instead of the HVLB, the current proposal has been developed and put forward.
- 3.9. Notwithstanding this, TfL have advised that the Ferry Lane proposal was acknowledged as being the most pragmatic way forward at this time, **as long as there remains a concerted commitment from all parties to securing the delivery of additional, and more significant, connections across the railway at a later point, and when funding can be identified. Should funding become available, as is expected in the future, TfL remain committed to collaborate on a plan with the Council, Network Rail, the rail operator and landowners to deliver the Link Bridge or a suitable alternative.**

Refusal

- 3.10. Consent was sought under application HGY/2023/3078 (S73 application) for the variation of conditions 1 & 11 to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station and to instead require pedestrian and cycle network improvements on Ferry Lane and accessory works. The proposal was refused by Planning Sub-committee in November 2024 for the following reason:
- 3.11. *'The proposal would fail to support Haringey's regeneration and local access to London, provide the level of improvements to the Tottenham Hale interchange without sufficient mitigation through improvements to pedestrian and cycling infrastructure and road safety, contrary to Strategic Policies SP7 of the Council's Local Plan'.*
- 3.12. This new S73 variation application seeks to address the above reason for refusal. The proposed revisions are set out in the section 3.16 of the report below.

Proposal

- 3.13. Consent is sought to vary conditions 1 (approved plans) and 11 (Hale Village Link Bridge) of planning permission reference. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale.
- 3.14. The proposed variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to TfL instead providing funding of £4 million to enact a broad range of improvements to cycle and pedestrian infrastructure within the Ferry Lane and Tottenham Hale Station area secured through a s278 highways agreement with The Council.
- 3.15. The improvement works proposed in this application would be, but are not limited to:
- Restructuring the existing bridge at Ferry Lane, including:
 - Converting the nearside general traffic lane west of the bus station to a left only bus lane

- Upgrading the Bus Station Junction (western arm)
- New crossing and increased pedestrian space outside station entrance
- Moving kerbs and guards rail to widen footway
 - North side: wider 2.5m pedestrian space and a 1.5m segregated cycle track
 - Southern side: footway will be 1.85m and cycle track 1.5m wide
- Segregating cycles from general traffic (cyclist on pedestrian side of barriers)
- Bus stop bypass (remove conflict between cyclists and bus stop)
- Tightening the vehicular access to retail park
- Moving cycle off-slip away from the footway pinch-point
- Public realm, street art and wayfinding
- Community Safety/CCTV
- Cycle safety at westbound bus stop
- Street Lighting

3.16. Changes / revisions since the refused planning application reference HGY/2023/3078:

- A Extension of scope to the retail park access. Proposed raised table and changes to junction geometry to minimise crossing distance and slow vehicle movements on turning. Upgrade of surface materials to enhance pedestrian priority.
- B Amendment to the traffic island to improve the swept path clearance of buses turning out of the bus station, and deal with a potential conflict with the westbound segregated cycle track.
- C Addressing potential cycle/pedestrian conflict by amendment of the location where cyclists join the shared-use footway (avoiding the narrowest part of the footway).
- D Providing increased footway width outside the station to increase pedestrian capacity and clearance from the security bollards at the proposed crossing point.
- E Extending the 20mph limit from Broad Lane up to the Mill Mead Road junction, with regular markings.
- F Shifting the cycle lane transition westwards by the westbound bus stop to ensure cyclists can more safely access the proposed segregated cycle lane when the bus stop is occupied.
- G Bus stop on the north side of Ferry Lane (east of the station) - Increasing the island width by 0.5 metres at the eastbound bus stop to maximise waiting space and enhance feeling of safety for pedestrians and bus passengers. H The cycle track will be continuous as part of a bus stop bypass arrangement. The areas of footway adjacent to the cycle lane and the bus island widths will all exceed the November 2024 Bus Stop Bypass Safety Review. The proposed arrangement will be improved compared to the previous proposals and safer.

- 3.17. The main proposal for consideration by Committee is the principle of the acceptability for the removal of the bridge and mitigation with £4m for S278 works towards highway works / improvements. The proposed highways works do not actually require planning permission and have been proposed as part of this application for indicative purposes to show how the works would improve the safety of movement for pedestrians, cyclists and vehicular users. Details within the application which do not require a decision by Committee will be subject to further engagement post-decision.

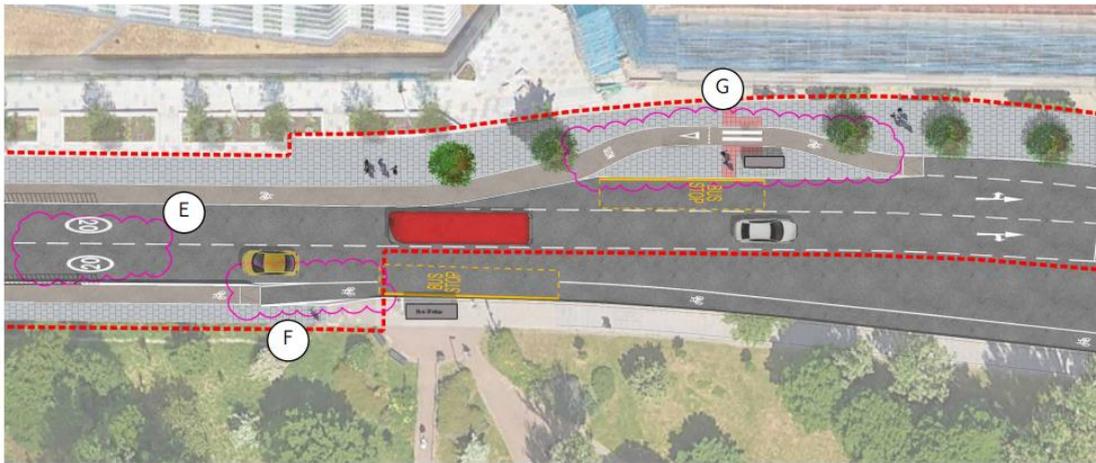
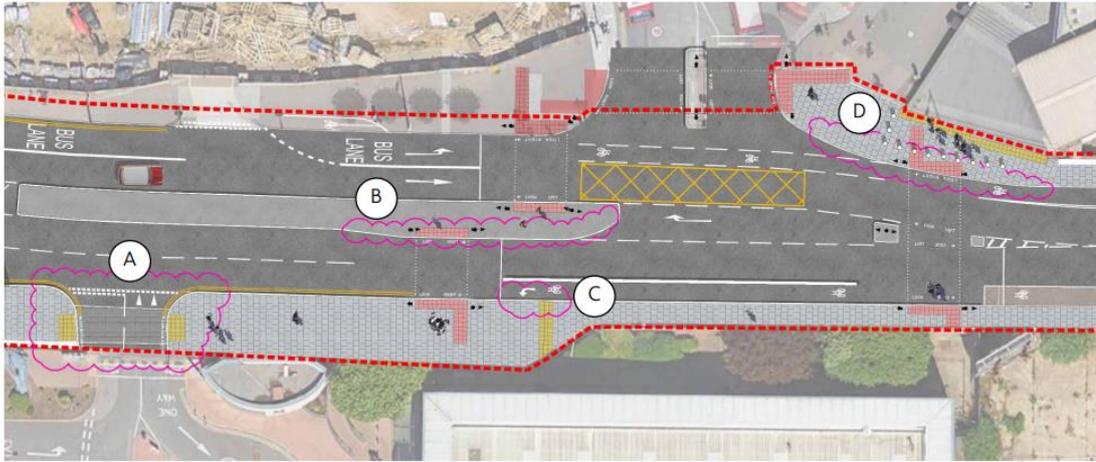


Figure 4 Changes since application HGY/2023/3078

EXISTING



PROPOSED

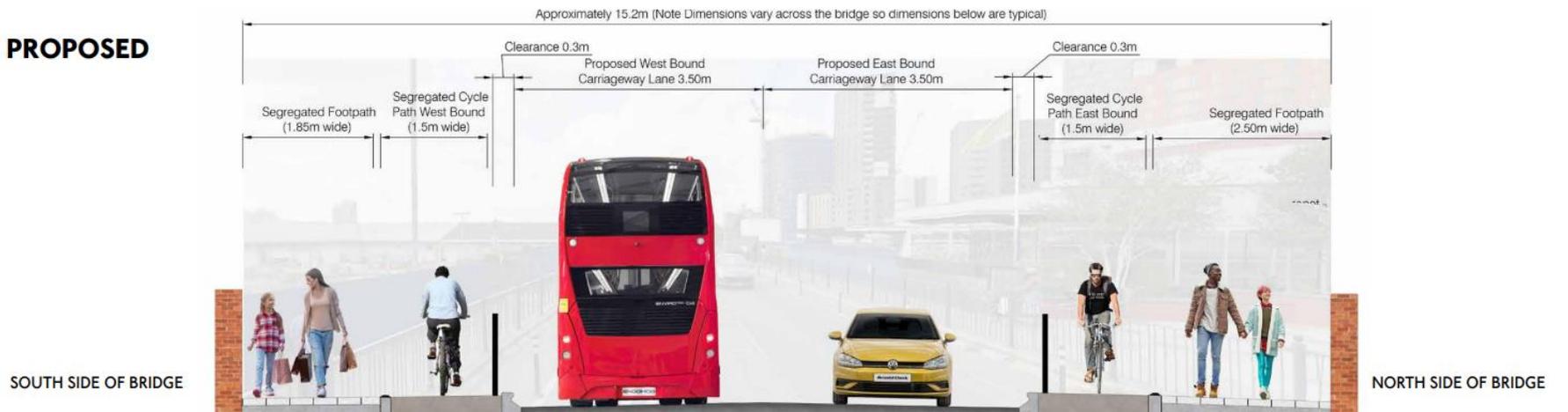


Figure 3 Existing and Proposed Indicative Ferry Lane Cross Section. (Source: Design and Access Statement).

3.18. The majority of works associated with the original planning permission reference HGY/2013/2610 as varied by planning permission HGY/2018/1897 have been implemented. Works remaining to be implemented relate to the corridor linking the ticketing hall and the Access for All bridge, and the Hale Village Link Bridge.

3.19. Conditions 1 and 11 of planning permission reference HGY/2018/1897 are proposed to be varied to:

- Condition 1: remove the requirements for the Hale Village Link Bridge, and the lift that was to be associated with this and;
- Condition 11 to refer to a s278 agreement with Council. As such, the application to vary conditions 1 and 11 will also result in reference to the Hale Village Link Bridge being removed from the remaining conditions, e.g. condition 2 (samples).

3.20. The application also illustrates the additional mitigation measures proposed to address the council's previous reason for refusing the section 73 planning application ref HGY/2023/3078.

3.21. Condition 1 reads

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

128008-ATK-DRG-EAR-002100 Rev 06, 002102, Rev 07, 002104 Rev P07, 002105 Rev P07, 002016 Rev P07, 002107 Rev P06, 002121 Rev P07, 002132 Rev P07, 002133 Rev P07, 002134 Rev P02 Tottenham Hale Station upgrade plan

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

3.22. Condition 1 as amended would read as follows:

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

Ferry Lane improvements Design and Access Statement (250325 TfL Ferry Lane Improvements DAS), Planning Statement (TH Planning Statement Final v2 25.3.2025), Illustrative Existing General Arrangement (1000009414-3-0101-01 Rev 0), Illustrative Proposed General Arrangement (1000009414-3-0101-02 Rev 0), Ferry Lane Existing Engineering General Arrangement (1000009414-2-010-1-Extg Eng GA Rev 1), Ferry Lane Proposed Engineering General Arrangement (1000009414-5-0100-01- Rev 0), Illustrative Section Comparison (1000009414-3-0101-03 Rev 0), Ferry Lane Section Comparison (1000009414-3-0100-02- Rev 0), Ferry Lane Key Dimensions (1000009414-3-0100-03 Rev 0), Proposed Site Plan (2383-HUK-PRM-DRG-0002-01_Proposed Site Plan TfL Mark up_231117), Eastern Elevation 1/2 (2383-HUK-PRM-DRG-6254-01 SW - External East Elevation - southern half), Eastern Elevation 2/2 (28008-ATK-DRG-EAR-002121_P07 - External East Elevation - northern half).

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

3.24. Condition 11 reads:

No later than 6 months from the date of this permission details of the location and size of the lift linking the western extreme of the Hale Village footbridge to the ticket hall and the phasing and implementation of these works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the works shall be carried out in accordance with the approved details and shall commence no later than 3 year from the date of this permission. The lift works should be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

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

- 3.25. Condition 11 as amended would read as follows:
- 3.26. *The applicant shall enter into a S278 agreement with the Council with respect to the proposed Ferry Lane highway works. The S278 agreement will include the necessary details/specifications etc. for approval along with the mechanism and timeframe for TfL's funding provision for the highway works. The Ferry Lane highway works shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.*

The Site and Surroundings

- 3.27. The site is Tottenham Hale Station. The station consists of the London Underground concourse that provides access to the Victoria Line with services south to Brixton and north to Walthamstow Central. National rail tracks are immediately to the east. Greater Anglia staff and passenger facilities at surface platform level are accessed from the station, with northbound services towards Cambridge and southbound trains towards Liverpool Street. The Stansted Express service also stops at this station. Two footbridges span the tracks, providing access to the east-west rail line by passengers, including the recently constructed 'Access for All' bridge to the north.
- 3.28. The Station is bound by the major east-west road artery of Ferry Lane (A503) to the south, with Watermead Way to the north and the Tottenham Hale Bus Station to the west. Buses enter and exit the Tottenham Hale Bus Station from Ferry Lane and Watermead Way with right/ left turns in and right/ left turns out.
- 3.29. The Ferry Lane Bridge, located to the south of the station, consists of two general traffic lanes with central hatching. On-street east / west cycle lanes are provided with flexible bollards providing partial separation with the traffic lanes. The pedestrian footpaths are separated from the cycle lanes by a fixed fence that runs the length of the bridge.
- 3.30. The surrounding environment to the east, north and west consists of high density housing, of relevance to this application being Hale Village, and Hale Wharf developments. To the southeast is the Ferry Lane Estate, and to the southwest is the Tottenham Hale Retail Park.
- 3.31. The site lies in Flood Risk Zone 2 and to the east of the station is an Archaeological Priority Area. The station itself forms part of the Tottenham Hale District Centre.



Figure 4 Tottenham Hale Station and its surrounds

Relevant Planning and Enforcement History

Planning Applications

- 3.32. There have been a number of applications for the station and its surroundings as part of improvements to the area:
- HGY/1996/0230 - Improvements to station forecourt including pedestrian access routes, new canopies, paving, planting, formation and landmark beacon. Granted 23/04/1996
 - HGY/2011/1587 - Erection of canopies over proposed bus station, erection of bus drivers building, erection of public realm canopy, erection of taxi queue canopy. Granted 30/01/2012
 - HGY/2011/1594 - New and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus. Planning permission not required. 21/12/2011
 - HGY/2013/2610 - Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway. Granted 27/03/2014
 - HGY/2017/3649 - Reconfiguration of Tottenham Hale Bus Station to provide a new access onto Watermead Way, removal and replacement of fences, bus shelters and external lighting and other associated works. Granted - 02/05/2018

- HGY/2018/0663 - Erection (temporary) of four retail units outside Tottenham Hale Station. Associated relocation of bicycle parking racks. For a period of five years. Granted 21/06/2018.
- HGY/2018/1897 - Variation of condition 2 (plans and specification) attached to planning permission HGY/2013/2610 amending the drawings listed under Condition 2 to facilitate the following changes: 1. Re-location of the AFA bridge circa 50m further north. 2. AFA bridge no longer ties in with the LU ticket hall at mezzanine deck level. 3. Inclusion of a link corridor on the west side of the railway to provide a covered walkway, at ground level, between the LU ticket hall and NR AFA bridge. 4. Access/egress to the AFA bridge deck from the island platform is provided via a lift, stairs, or escalator. 5. Access/egress from the AFA bridge deck to the link corridor on the west side of the railway is provided via stairs, or a lift. Granted 29/03/2019.
- HGY/2020/1765 - Non-material amendments to the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610) for changes to internal layout and glass façade. Granted 03/11/2020
- HGY/2022/0284 - Installation of two air conditioning condenser units fitted to the roof in the dedicated plant area. Granted 25/04/2022.
- HGY/2022/2165 - Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order (As Amended) 2018 for the installation of a Maintenance Depot Unit (MDU) extension and office building, to improve railway services in Tottenham and London. The MDU proposed works are as follows: • Installation of a 9m x 9.8m extension of existing MDU modular building - Installation of a 30m x 9.6m modular office building; - The proposed colour is grey, which is a traditional colour for railway buildings across the network, and in keeping with existing MDU buildings; and - Comprising 3 and 10 No. 3m wide modules for a new MDU facilities at Tottenham Hale, London. Application not required.
- HGY/2023/3164 - Non-material amendment of planning permission ref. HGY/2018/1897 (which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale), to amend the 'Description of Development' so as to remove reference to a new station entrance from Hale Village. Granted 21/12/2023.
- HGY/2023/3078 - Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works. Refused 19/11/2024

Enforcement Cases

- CON/2022/00511 – Complaint in progress – Breach of conditions relating to the HVLB, lift, and Link Corridor (conditions 1, 11, 12 of HGY/2018/1897).

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 2)

INTERNAL:

LBH Transportation

No objections, subject to s278 agreement and further detailed development of alternative proposals to be undertaken as part of those works.

- LBH Design Officer

No objection.

- LBH Placemaking

Haringey Council's Placemaking Team support this application. The proposed improvements make an important contribution to providing enhanced accessibility to Tottenham Hale as part of the wider transport infrastructure and movement network, and improved quality of life for people living and working in and visiting Tottenham Hale.

EXTERNAL:

Met Police

No response

Disability Action Haringey

No response

Greater London Authority

No response. Their response on the previous (refused) application stated that, given the nature and scale of the amendments they do not give rise to any new strategic planning issues, therefore the Mayor of London does not need to be consulted further on the application.

The Greater London Archaeology Advisory Service

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [78468] Tottenham Hale. While I have no further comment on the revised scheme, I note there are outstanding reports under planning application number HGY/2013/2610, namely for a Watching Brief on the works, and Historic Building Recording on the now demolished station. This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

Ferry Lane Action Group

Welcome:

- the new pedestrian crossing which will make it safer for our residents and others to cross in and out of the station
- the widened space on the station corner
- the wider pedestrian and cycle space on North side
- the extended 20mph speed limit up to Jarrow Road which we originally suggested
- the changes to cycle lanes at the retail park

We understand that there will be better lighting and CCTV which they support.

We remain concerned about cyclists using the pavement, particularly on the South side to go east. We would like to see stronger physical separation between cycles and pedestrians on this stretch, as suggested by Haringey Cycling Campaign. We would like the addition of a condition to any planning permission to ensure there is strong and clear signage on the south side to encourage east-bound cyclists to cross at the crossing and use the cycle lane there, and to stress that they cannot use the pavement. This could be reinforced by saying that CCTV is in use (as we hope it will be).

We would like a condition to any planning permission for better signage directing people going to the Wetlands to cross to Ferry Lane south-side by the station to further reduce congestion on the north side.

We carried out a cycle survey, details below, which showed that a large number (anecdotally, a majority) of cyclists heading west went through the red lights at the first set. Our concern is that when this becomes a proper pedestrian crossing cyclists will continue to do this and present a danger to pedestrians using the crossing. We therefore ask that there is a condition attached to any planning permission for strong signage to discourage this.

We also noted a large number of cyclists turning right into the station, sometimes crossing in front of traffic to do so. Cycling routes to and through the station are very unclear and we are disappointed that the proposals do not address this. We would like a condition to be added to any planning permission that there are safe and clear routes for cyclists into the station to avoid conflict with pedestrians and buses.

Ferry Lane bridge cycle survey

We wanted to know how much of a problem cycles on the pavement are, and at the same time how much of a problem cyclists going through red lights will be when the pedestrian crossing is installed. We counted incidents on two days, the second over two time periods. We split pavement cyclists into electric and pedal powered, as electric bikes are heavier, faster and therefore more dangerous.

Session 1

Cyclists on south side pavement going east 13 (8 pedal, 2 electric, 3 electric scooters)
 Cyclists on south side pavement going west 1 electric
 Cyclists on north side pavement 10 (9 pedal, 1 electric)
 Going through red lights 25 (9 delivery bikes and 16 others)

Session 2

Cyclists on south side pavement going east 17 (10 electric, 7 pedal)
 Cyclists on south side pavement going west 2 (1 pedal, 1 electric)
 Cyclists on north pavement 8 (5 electric, 3 pedal)
 Going through red lights 23 (11 delivery, 12 others)

Session 3

Cyclists on south side pavement going east 8 (1 electric, 7 pedal)signa

Cyclists on south side pavement going west 4 (2 pedal, 2 electric)
None on north side
Going through red lights 14

[Officer response: These points are addressed in the 'Material Planning Considerations' assessment at Section 6 of this Report)

Haringey Cycling Campaign (HCC)

The revised proposals are very welcome and they are pleased to note some suggestions made in consultations have been included. In essence HCC supports the current scheme, however suggest some small adjustments which would greatly improve it. Separation of cycles and pedestrians at the toucan crossing. In a meeting some months ago, urged this to be considered and although the slight widening of the island is welcome, the mingling of cycles making two 90 degree turns, with pedestrians, on a main cycle route will continue to be a problem, encouraging unpredictable behaviour, such as staying on the wrong side of the road or cutting across the lights. The current scheme also appears not to take in to account the cycle route from the North confirmed in the 2017 Bus Station Planning Statement, as the extracts below-

Two-way use of the shared use pavement at the North of the crossing, will be significant, by cycles from the North or continuing to the Station. Suggest that with minimal adjustments cycles and pedestrians can be separated at the crossing

Signage: Suggest there be comprehensive signage to indicate all cycle routes, with particular emphasis on the correct changeover from two-way to with flow cycling. Pedestrian protection at bridge The raised division between cycles and pedestrians follows best practice and is as discussed, however we note there continues to be concern locally over the lack of a strong division. A possible measure may be to raise the footway 60mm above the cycle track, with a square profile kerb. This would keep cycles off the footway more effectively, while still avoiding the risk of pedal strike. In conclusion the new cycle tracks will be a good improvement to this important cycle route, however the access to them, at both the East and West, falls well below current standards such as LTN1/20. Haringey Council and TfL are urged to plan work to make the junctions at these locations safe for all users, including cycles.

[Officer response: These points are addressed in the 'Material Planning Considerations' assessment at Section 6 of this Report)

London Underground /DLR Infrastructure Protection

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted. This is a TfL project and any issues will be resolved internally.

Network Rail (NR) (East of Borough)

Support - NR is aware of the proposed works being undertaken by London Underground Limited and NR supports the scheme. The applicant will need to obtain any necessary Asset Protection consents requested by NR in connection with the proposed works.

Tottenham CAAC

No response

Tottenham Civic Society

No response

- 4.2. Furthermore, it is understood that TfL have been undertaking additional engagement with the local community and stakeholders regarding publicity of the proposed Ferry Lane Upgrades. Local engagement that had taken place prior to submission of the current application, as outlined in Section 3 of the submitted Design and Access Statement.
- 4.3. Following receipt of the refusal notice on the previous application on 19 November 2024, TfL has worked closely with Haringey Council to engage again with relevant stakeholders and local communities to develop revised designs addressing the reasons for refusal and key concerns expressed in objections to the S73 planning application. A new pre-planning submission engagement programme was developed to explore key concerns and inform the development of revised designs. A series of meetings was held in January and early February 2025 with elected Members (the Leader of Haringey Council and Lead Members) and David Lammy MP, to inform them of the approach to addressing the objections and the options being considered. Meetings were then held with the following local stakeholder groups:
- Haringey Cycling Campaign, 14 February 2025
 - FLAG committee at Ferry Lane Estate, 25 February 2025
 - Hale Village residents and stakeholders at the Engine Room, 26 February 2025

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties consisting of 2,741 letters
- 7 site notices erected in the vicinity of the site

5.2 The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

Objections: 46

Support: 5

Representations: 7

5.3 The number of objections has almost halved when compared to the previously refused application (82 objections) and support has increased from 1 supporter to 5 supporters.

5.4 The Director of the Engine Room Church and Community Centre has provided a link on a petition that insists that the HVLB is built, with over 1,000 signatures. The petition was started in 2019 and was not set up specifically in relation to the current or previous application. The petition has grown by approximately 67 signatures since the previous application (HGY/2023/3078) was refused. The current total is 1178 signatures.

5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- The proposal is not a suitable replacement for the HVLB which should be retained and constructed as part of the approved development, due to the benefits to the community and noting the increase in people living in the area (such as Hale Wharf).
- Benefits cited include uplift in harmonious living, safety, reducing congested traffic
- Proposal undermines original planning permission and does not address lack of capacity/overcrowding on Ferry Lane Bridge
- The bridge is a 'strategic investment' which justifies cost
- No meaningful or significant change from previous application. Will not address existing safety concerns
- A new station entrance is badly needed
- Barriers should be removed over the Ferry Lane Bridge
- The study of pedestrian and cycle behaviours was conducted in November. It is questioned whether the outcome would be different at differing times
- The station requires more than one entrance, to allow a safer alternative for pedestrians to the Ferry Road bridge
- The initial plan upon which Hale Village and other future developments were approved to go ahead was an enhancement on infrastructure such as the remodelling of the station and construction of a new footbridge between the Hale Village and the station, with an alternative direct access
- Another bridge is required, or another such solution if the HVLB is not to be provided
- The removal of a barrier between pedestrians and cyclists on the shared footpath raises concerns for safety. Having a shared path for pedestrians and cyclists would lead to conflict
- Objection to the reduction in width of the southern footpath and cycleway on Ferry Lane Bridge
- The proposed changes to the footpath will not help access for people with disabilities, as there will be conflict between other users (cyclists and pedestrians) and will facilitate more accidents
- The introduction of a floating bus stop will create conflict between pedestrians and cyclists
- Cyclists trying to cross from east to west on Ferry Lane use the northern side of Ferry Lane, causing conflict with pedestrians
- The proposal will not address pedestrian congestion, and may lead to impact on road safety as a result of pedestrians using roadways
- Additional lighting should be provided on the bridge
- The proposal does not address the escalating crime activity such as phone thefts that occurs on this footpath/ bridge
- The existing pedestrian route over the bridge is inadequate at peak times, and for people with disabilities or with pushchairs or the elderly
- More trees should be included in the public realm
- Bridge should be widened to address conflict between pedestrian and cyclists/scooters and to aid emergency services
- Dissatisfaction with the quality of the pavement outside of the current entrance to the station
- Conditions should include clear signage to discourage pedestrian/cyclist conflict

5.6 The following issues raised are not material planning considerations:

- The proposed changes should have been done years ago, perhaps funded by development that has occurred within the area
- People have invested in the area based on the original plan for the Station development, including the HVLB. Changing this is illegal

- The proposal is an attempt to merge two different projects into one, i.e. the station development, and the need to refurbish Ferry Lane Bridge, that was not part of the original project

5.5 Other points noted in responses:

- The proposed pedestrian crossing point is necessary and welcome. The changes to the east bound traffic lane to provide a bus only turn will help avoid aggressive driving
- Support improved cycle lanes, but they are not equivalent to a new station entrance/bridge
- Removing the existing fence that separates pedestrians and cyclists is supported, as it will stop cyclists cutting through the footpath so much
- The proposal could make a significant improvement to the area, with the wider pavement feeling much safer and more pleasant to walk on
- A temporary parking space is needed on Gerry Lane near the Coppermill Heights entrance to flats 1-42 to address safety concerns

6 MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Scope of Section 73 application
2. Principle of development
3. Transportation
4. Other matters

Assessment:

Scope of Section 73 Application

- 6.1 An application can be made under Section 73 (S73) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. A S73 application results in a new permission being issued.
- 6.2 Guidance for determining S73 applications is set out in the National Planning Practice Guidance (NPPG) and recent case law has clarified that provided changes do not impact on the 'operative part' of a planning permission they can be considered through a S73 application.
- 6.3 Consequently, the extent of the material planning considerations is somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application, the local planning authority (LPA) will have to consider the application in the light of current policy. The LPA therefore has to make a decision focusing on national, regional or local policies which may have changed significantly since the original grant of planning permission, as well as the merits of the changes sought.
- 6.4 In this context, the provision of physical infrastructure, which would improve access to Tottenham Hale Station, is within the aims of the approved development, and the proposed changes would remain in accordance with the objectives of the extant approval.
- 6.5 The S73 application proposes to amend conditions 1 (Approved Plans) and 11 (provision of lift details). Determination of a S73 amendment also requires other amendments made or details now approved to be consolidated to reflect the current approved documents.

Principle of the development

- 6.6 Within the original planning permission (HGY/2013/2610), the principle of the improvements to the station interchange at Tottenham Hale were considered to support and contribute to the regeneration aims for this area in accordance with the policies of the time.
- 6.7 With the exception of the adoption of a new London Plan in 2021 and alterations made to the National Planning Policy Framework (NPPF) in 2023, 2024 and 2025 in this case since the granting of planning permission and amendments, the same planning policy documents used in the assessment of the original proposal (HGY/2013/2610) are currently adopted, and there are no further policy documents that have been adopted that materially alter the assessment of the current proposal.

National Policy

The current National Planning Policy Framework was last amended in December 2024 and February 2025 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process.

Development Plan

For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (DM DPD) and Site Allocations Development Plan Document (DPD) 2017, Tottenham Area Action Plan (AAP) and the London Plan (2021).

The London Plan

- 6.8 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPG) that provide further guidance.

Local Plan

- 6.9 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).

Tottenham Area Action Plan

- 6.10 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.
- 6.11 Policy AAP7 states that the Council will support applications which enhance the transport interchange between tube, train, bus and pedestrian/ cycling modes at Tottenham's interchanges. Policy AAP7 further states that the Council will support future improvements in the levels of public transport accessibility and capacity, expecting development proposals to:

a Seek improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic.

b Consider opportunities for improving walking and cycling across the AAP area, which could include the introduction of a wider cycling and walking network; and

c Promote where appropriate, traffic calming, pedestrian accessibility enhancements, road safety measures and cycle facilities such as on street cycle parking.

- 6.12 The AAP Site Allocations 'TH2 Tottenham Hale Station' and 'TH8 Hale Village' for the site to the east of the station do not specifically require an eastern entrance or link bridge and instead provide more general requirements, though it is noted that the Development Guidelines for TH8 references the bridge landing included within Planning Permission HGY/2013/2610, and to be taken into account for that development. TH2 requires the creation of a new station interchange to act as a new high-quality point of arrival, departure and interchange with links into routes which are easy, safe and pleasant for people to move through and support east-west and north-south movement. TH8 states more generally 'The connection to Tottenham Hale station will be optimised, and a high-quality public realm will be created through this site'. These AAP Site Allocation guidelines do specifically reference Planning Permission HGY/2013/2610, noting that the Council will support amendments to this permission, to improve access to and from the station, and facilitate the creation of Tottenham Hale as a District Centre.
- 6.13 The proposal will result in the removal of the requirement for a Hale Village Link Bridge, with improvements to Ferry Lane for both pedestrians and cyclists. Whilst the removal of the HVLB will remove the direct pedestrian accessibility to the station envisaged in the original permission, the current proposal will nevertheless provide improvements of access to and from the station from what currently exists for both pedestrians and cyclists. The proposal will result in an enabling of additional benefits to the highway environment surrounding the station to be delivered. The proposal is therefore considered to be supported in principle in line with the AAP the Local Plan and the London Plan.
- 6.14 The merits of the proposal, and the improvements to be provided as part of the s278 agreement, are assessed further below.

Transport impacts and Hale Village Link Bridge

- 6.15 The provision of the HVLB was one of several components of the original proposal (refer to Figure 1) and was noted in the Design & Access Statement for the original planning permission for the station upgrades (reference HGY/2013/2063) as 'creating a much-needed pedestrian connection to Hale Village and the Lee River beyond' and as meeting the aspirations of both the Council and local landowners. At the time, this modification was considered to have a limited impact on the operational railway.
- 6.16 It is relevant to note that the application remains to be considered as a whole, i.e. alongside the other works included under the original planning permission HGY/2013/2610 to improve the station, which have since been largely carried out. The assessment would then involve consideration of the question: would the HVLB have never been proposed, would the improvements outlined along Ferry Lane under the current application have resulted in the overall application being unacceptable?

- 6.17 The HVLB was noted in the original Planning Committee Report (HGY/2013/2610) to 'improve the accessibility of the station from Hale Village and the Lee Valley', and which would be further enhanced by a condition to provide lift access to the HVLB. It was concluded that, 'along with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term'.
- 6.18 The HVLB would have provided some mitigation for the loss of the original subway (which ran under Ferry Lane) to the station for those in the eastern parts of the Ferry Lane Estate that cross to the northern side of Ferry Lane using the Mill Mead Road and Jarrow Road junction (Figure 6). The HVLB would also have provided additional connectivity and accessibility benefits to the users of Hale Village and others to the north of Ferry Lane from what currently exists.

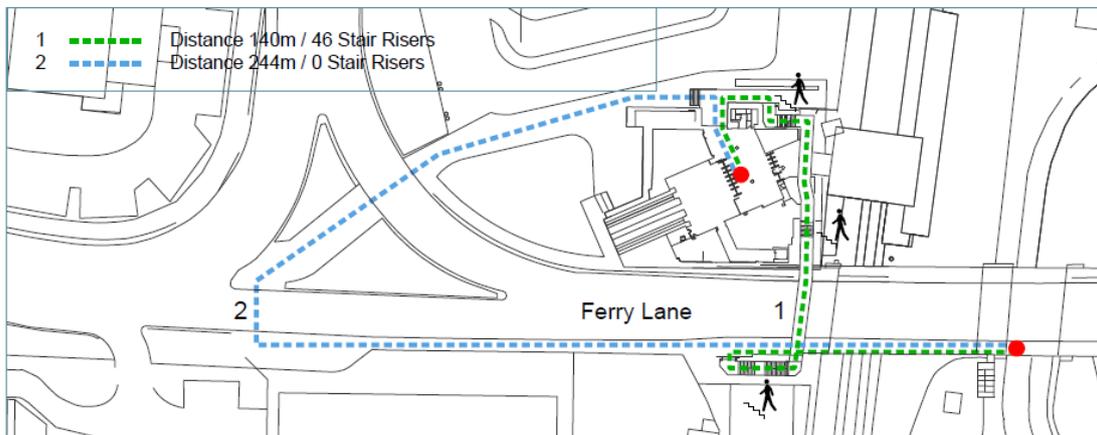


Figure 5 Pedestrian access to the Station via the subway (green) and pedestrian crossing in 2013.

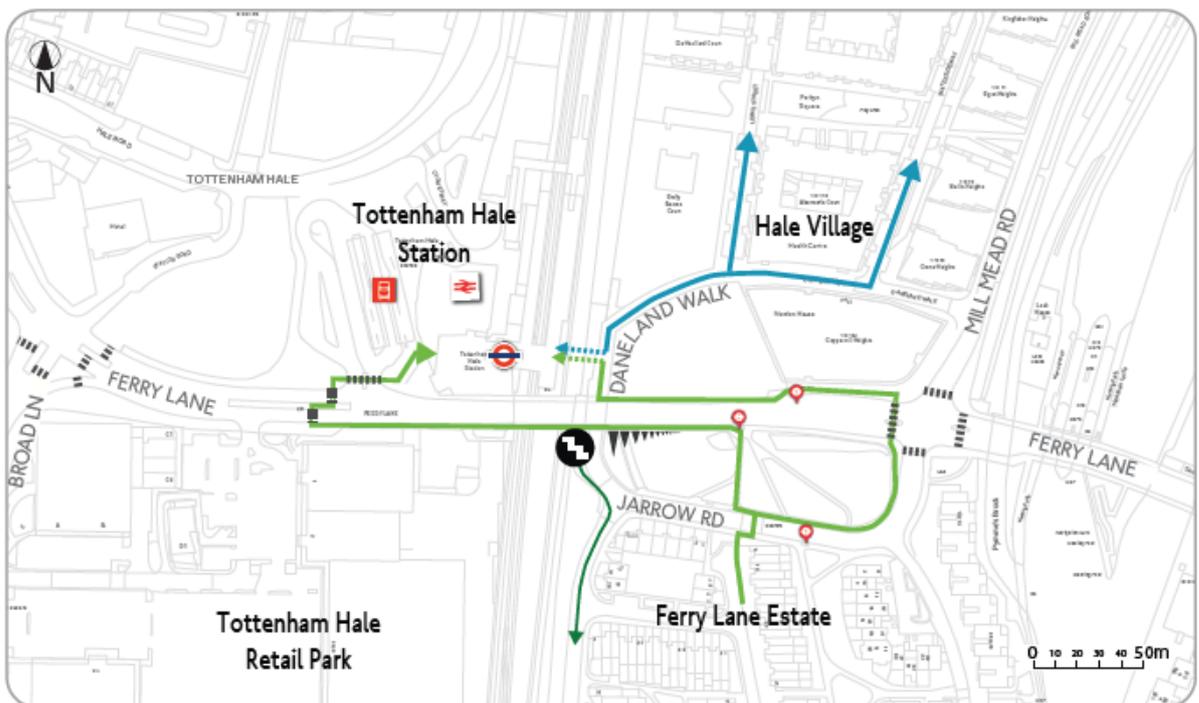


Figure 6 Pedestrian route to the Station with the HVLB. Green being to/from Ferry Lane Estate and blue being to/from Hale Village.



Figure 7 Proposed pedestrian accessibility improvements, showing the impact of a new crossing on the directness of walking trips from the east and south to and from the station

- 6.19 With regard to the removal of the pedestrian subway under Ferry Lane, the following considerations were noted within para 8.4.5 of the Planning Committee Report for planning permission HGY/2013/2063:

On the basis of the assessments by TfL and the Council's Transportation Team it is considered that, on balance, the loss of the subway is acceptable in this instance. Alternative pedestrian crossings are available at the junction of Ferry Lane, Mill Mead Road and Jarrow Road to the east of the existing subway or the proposed new crossing to the west of the site opposite Hale retail park. The residents of the eastern parts of the Ferry Lane Estate will be able to use the Mill Mead Road/Jarrow Road crossing and the Hale Village Footbridge without a significant increase in their journey and those in the western parts of the Ferry Lane Estate will have to walk a further 100 metres to use the surface level crossing adding approximately 30 seconds to their journey time. Weighing this up against the transport benefits of the new station, the potential disbenefit to cyclists along Ferry Lane if a surface level crossing were provided and the support from the Met Police for the closure of the subway is considered acceptable.

- 6.20 The HVLB would have reduced the distance for those approaching the station from the east and on the north side of Ferry Lane. It was noted within the original Transport Statement that this would decrease walking distance to the station by those users by approximately 100m, representing a time saving of 80 seconds each way. Therefore, whilst a desirable and positive enhancement to access, not providing the HVLB would not have a substantial impact on pedestrian accessibility or journey times. The current route to the station is fully accessible for users.
- 6.21 As detailed within the submitted Design and Access Statement and summarised in the 'Background' section earlier in this report, funding to provide for the construction of the HVLB has been a matter of investigation and discussion for a number of years. Various options are stated as having been investigated to replace the HVLB, including to gate both ends of the link bridge with a lift to the ticketing hall, and a new pedestrian bridge from Perkyn Square to Watermead Way. Improvements to Ferry Lane Bridge Road were identified as the most deliverable mitigation for not delivering the HVLB at this point. However, TfL have confirmed their commitment to collaborate with borough, NR, and

Landowners to deliver the Link Bridge or suitable alternative, if funding can be found/became available in the future.

- 6.22 Whilst the proposed highway works do not require planning permission, the works should be considered for their mitigation impact when considering the proposed removal of the HVLB which is the main proposal for consideration within this planning application.
- 6.23 With regard to those travelling from the south, works, to the public highway secured by a condition and implemented through a S278 agreement, will include an additional signalised pedestrian crossing to the west of Ferry Lane Bridge. Its location will result in a shortening of travel distance (by approximately 80m) and time for those accessing the station from the Ferry Lane Estate, who currently use the existing pedestrian crossing south west of the station (Figure 6 and Figure 7). This provides compensation for the loss of the pedestrian tunnel significantly reducing the walking distance to a crossing.
- 6.24 The proposed works to be provided and implemented under the S278 agreement will result in the improvement of cycle infrastructure within the locality of the station, benefiting both users of the station and non-users. Footways on Ferry Lane Bridge will be widened and cyclists will be separated from general traffic by moving cycles onto the same side as pedestrians. This would improve links to the existing east-west cycle network and Lee Valley Regional Park, while improving cyclist safety. A 'left-only' bus lane is proposed, which will move the merge point away from the junction allowing cyclists to more safely travel across the junction with no merging vehicle conflict. The bus lane will also allow cycles to re-enter the carriageway more safely, if approaching using the shared-use footway in advance of the junction.
- 6.25 The proposed improvements to cycle infrastructure will also provide an important link between the existing cycle infrastructure on Ferry Lane to the east and the proposed cycleway between Camden and Tottenham Hale to the west of the site. This will deliver a strategic improvement to cycling in North London.

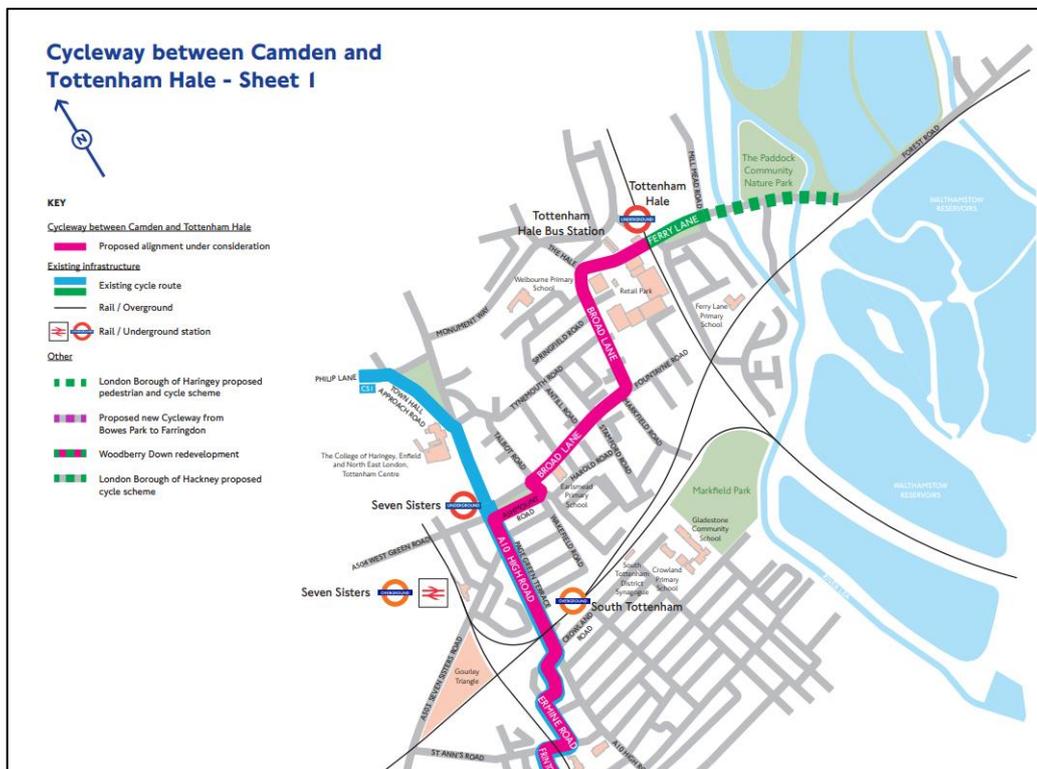


Figure 8 Draft Cycleway between Camden and Tottenham Hale rout (source TfL 8.05.2019).

- 6.26 Many objections received raised concerns regarding the uplift in number of residents as the Hale Village residential and commercial developments are implemented, and the resulting impacts upon safety, the quality of existing infrastructure, and accessibility to the station. Objections also assert that the development of Hale Village and other future developments were approved on the basis of enhanced infrastructure, such as remodelling of the Tottenham Hale Station and the construction of the HVLB. Objectors also state that the condition of the existing access to the station along Ferry Lane from the east has been described as inadequate for people with disabilities, creating concerns that the proposal will amplify this issue and make the station even less accessible to those with mobility issues.
- 6.27 A Pedestrian Comfort Level Analysis (PCLA) has been conducted to assess whether the proposals can accommodate the present and future levels of pedestrian congestion. The PCLA and associated guidance aims to ensure that footway designs are appropriate to the volume and type of users of the environment, with a Pedestrian Comfort Level (PCL) given on a scale of A (best) to F (worst) with the recommended PCL for most areas being a B+.
- 6.28 At present it is stated that the northern footway over the Ferry Lane Bridge has a rating of 'F', with the footway on the south side of Ferry Lane Bridge rated as 'F' for the majority of its length.
- 6.29 Adjustments have since been made to increase the width of the proposed northern footpath on Ferry Lane from the existing 2m to 2.5m, providing additional space for pedestrian movements, with a 1.5m segregated cycle track. The current width of the southern footpath on Ferry Lane is approximately 2.07m. This will be reduced to 1.85m (plus a cycle track of 1.5m in width). Following these revisions, the proposed northern side of Ferry Lane would deliver a Pedestrian Comfort Level (PCL) of B+ at peak hour flow, whilst the southern footways are stated to deliver pedestrian comfort levels equivalent of 'A'. This is a both a significant increase in the PCL when compared to both the existing situation and an increase above the previously refused proposal.
- 6.30 Previous objections have noted the existing conflict between cyclists and pedestrians on the Ferry Lane Bridge and describe the need for a degree of separation to remain between cycling and pedestrian paths. Previous objections also raise, amongst other points, a desire for a reduction in speed limit on Ferry Lane to 20mph, better lighting, and addressing crime in the area.
- 6.31 The application addresses comments received following formal consultation on the scheme and the previous reason for refusal in relation to planning application reference HGY/2023/3078. These include the following:
- Improved cycle safety by providing the benefit of segregated facilities and improved cycle infrastructure.
 - Improved cycle safety by providing new cycle bus stop bypass arrangement which is an improvement from the previous proposals and overall, a safer and more supportive environment for active travel modes
 - The scheme will deliver improvements to existing footpath widths and quality, better accommodating the needs of users with disability, wheelchairs and pushchairs compared to the existing situation. Further discussions with key stakeholders will be undertaken at detailed design stage.
 - A 20 mph speed limit is also to be implemented along Ferry Lane which will bring highway safety benefits for all.

- The detailed design will consider measures to reduce and prevent crime, in consultation with relevant stakeholders.

6.32 With regard to potential impacts on the functioning of the station, were the HVLB no longer to be provided at this point, modelling information has been undertaken and supplied as part of previous work to design the Access for All bridge, that has since been installed at the station and which includes the provision of a lift. The modelling included the uplift from local developments such as Hale Wharf and Meridian Water. The revised modelling also conducted sensitivity testing which demonstrated that the station design could accommodate an uplift in passengers of between 20% and 30%. The modelling demonstrates that the removal of the HVLB would not result in the station layout being compromised at peak levels, and that it would continue to operate within safe levels, with TfL noting that the modelling data was undertaken using pre-pandemic forecasts, which has higher predictions for passenger patronage that would be made now.

6.33 The non-delivery of the HVLB at this point was also stated to have no impact on Tottenham Hotspur event days, as the event management plan for the station would involve closure of the HVLB to prevent people 'skipping' to the front of the controlled queuing at the main station entrance. Officers accept the results of the modelling.

Street Lighting

6.34 With regard to lighting, the submitted Design & Access Statement states that the improvements along Ferry Lane will provide an improvement in street lighting and increasing the sense of safety at night. Officers support these proposals in principle. This matter and others raised in submissions will be further considered and agreed with Officers consulted during the detailed works under the s278 agreement should the application be granted.

6.35 In addition, comments have been received via the public consultation relating to signage, pedestrian protection on the Ferry Lane Bridge and the separation of cycles and pedestrians at the proposed toucan crossing. TfL have responded to these comments as follows;

Signage

6.36 TfL have confirmed that Improved and additional signage can be investigated at the detailed design stage in consultation between TfL and LBH as highway authority. Officers are supportive of this approach and as such, this is accepted.

Pedestrian protection at bridge

6.37 The HCC have produced a detailed suggestion to raise the footway/lower the cycle lane however, this option was considered during earlier design development and this is not possible due to drainage and loading restrictions on the existing bridge deck.

6.38 TfL also conducted some surveys of pedestrian and cycle use during 3-hour AM and PM peaks and also observed cycles in the footway. Widening the useable combined space of both the cycle lane and footway will provide more space for both pedestrians and cyclists, this combined with clear and visible signage will encourage users to stay within their respective spaces.

6.39 TfL recognise concerns regarding sub-standard access to the cycle tracks in as much as this is only one link in what TfL hope will be a longer segregated route and therefore beyond this section, there may be sub-standard areas, such as Mill Mead Road junction. Regarding transitions from carriageway to cycle track / shared footway, TfL believe the proposals conform with LTN1/20 requirements, particularly after Project Centre made some improvements to the westbound entry into the cycle track.

Separation of cycles and pedestrians at the toucan crossing

6.40 Regarding the northward link through the island site; nothing TfL have proposed would preclude that link from happening, via shared-use footway.

6.41 A straight-across crossing would not be desirable or workable on the western arm, so it has to stay staggered, on the ground and in time. For that reason, an effectively straight-across cycle crossing in parallel with the pedestrian crossing would not work; cycles would still need to cross in two stages and it would be unsafe for them to believe that they could cross in one. A straight-across, two-stage crossing would need a 5-metre-wide central island for which there isn't space.

As to whether the two parts of the staggered crossing could be separated between pedestrians and cycles, this may be possible but would depend on space and impact because stop lines would need moving back, further investigation would be required.

6.42 TfL also recognises that the proposed crossing is not optimum but that it would be looked at again once the retail park site comes up for development

Floating Bus Stop

6.43 With regard to the proposed floating bus stop, the revised design maintains the eastbound cycle lane all the way to the Mill Mead Road junction, avoiding cycles having to overtake a stationary bus in the live traffic lane. This has been designed with sensitivity to safety concerns regarding bus stop bypasses and focused on reducing risks. TfL undertook and published a Bus Stop Bypass Safety Review in 2024, the findings of which have been considered in the design.

6.44 The proposed layout exceeds the TfL design requirements for floating bus stops which require a minimum 2.0 metres of clear footway and a bus island 2.5m wide. The proposals have a minimum of 3.0-metre wide, clear footways and the bus island is 3.0 metres wide. This extra space, combined with the recommended zebra crossing over the cycle track, will provide a safe and convenient facility for both cyclists and bus users. The surveys of cyclists show a maximum of 40 in the AM and 76 in the PM travelling eastbound through the bus stop area in the existing cycle lane. There were also a small number of eastbound cyclists observed on the footway, 3 in the AM and 4 in the PM. The proposed bypass, as a more attractive and direct facility for cycles, would remove the need to cycle on the footway. Cycles and pedestrians have their own, clearly demarcated spaces, and pedestrians have priority when crossing the cycle track.

6.45 LBH Transport planners have examined the new cycle bus stop bypass arrangement and note the improvement from the previous proposals offering, a safer and more supportive environment for active travel modes.

6.46 Overall, Officers consider that while the removal of the HVLB will result in a change to the way pedestrians access the station from that originally envisaged in the approved development, the revised proposal provides improvements to both walking and cycling infrastructure to the station and those not using the station. The revised development will continue, on balance, to deliver on the policies of the AAP (in particular AAP7 relating to Transport) and support access to the station.

6.47 The Transportation Planning and Highways Authority have concluded that the design is safe and meets all current highways design guidance and standards. Subject to the committee's decision, the design will also undergo further engagement and refinement. The Transportation Planning and Highways Authority are supportive of this application.

6.48 Considering the points above, the changes in circumstance, design and funding from the time the HVLB was approved, and the scope of improvements to be secured via the s278 agreement, the proposal is on balance considered to be acceptable and in accordance with the relevant policies of the London Plan, and Local Plan documents including the AAP.

Other matters

6.49 The majority of works covered by the original Planning Permission reference HGY/2013/2610 (as varied by HGY/2018/1897) have either been constructed or are not impacted by the changes proposed as part of this application. Considering the scale and nature of the proposed changes, there are no significant impacts on the following matters as a result of the proposed removal of the HVLB:

- Design and Appearance of the area
- Archaeology
- Flood Risk
- Biodiversity and Trees
- Contaminated Land
- Sustainability
- Air Quality
- Waste
- Local Employment

6.50 Changes are also required to be made to conditions other than condition 1 and condition 11. The changes relate to consequential changes i.e. removing references of the HVLB, and updating current conditions where discharged/ discharged in part and so do not materially affect the extant planning permission.

Conclusion

6.51 The main proposal for consideration by Committee is the principle of the removal of the bridge and further mitigation measures proposed in response to the previous refusal of the section 73 planning application, with £4m, S278 towards highway works. The proposed highways works do not require planning permission and have been provided by the applicant as part of this application for indicative purposes. Details within the application which do not require a decision by Committee will be subject to further engagement post-decision.

6.52 The proposed amendments to the extant planning permission will provide holistic benefits along Ferry Lane, improving access to and from Tottenham Hale Station by both cyclists and pedestrians.

6.53 The removal of the Hale Village Link Bridge would not result in the station layout being compromised at peak levels, and that it would continue to operate within safe levels.

6.54 While not providing a dedicated walking bridge for users east of the station is acknowledged, considering all details of the case, this will be acceptable on balance.

6.55 Subject to the recommended planning conditions and s278 agreement to secure necessary mitigation and policy objectives, officers consider that the proposed scheme, which proposes additional mitigation measures in order to address the councils reason for refusing the previous section 73 planning application (ref HGY/2023/3078) is acceptable on its own merits, when considered against the development plan and all other material considerations.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 The proposal does not introduce additional floor space. CIL would be applicable as per the requirements of the extant permission.

8 RECOMMENDATIONS

GRANT planning permission for the reasons set out in Section 2 above.

APPENDICES:

APPENDIX 1: PLANNING CONDITIONS & INFORMATIVES

APPENDIX 2: INTERNAL AND EXTERNAL CONSULTEE RESPONSES

APPENDIX 3: PLANS