

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2011/0612	Ward: Noel Park
Date received: 01/04/2011	
<p>Address: Coronation Sidings, North of Turnpike Lane, Hornsey, and Hornsey Depot, South of Turnpike Lane N8</p> <p>Proposal: Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; underframe cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunters cabins; bridge widenings over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound.</p> <p>Existing Use: Operational Railway Land</p> <p>Proposed Use: Operational Railway Land</p> <p>Applicant/Owner: Network Rail</p>	

DOCUMENTS	
Title	Document Reference
Planning Statement	REP-PL-HOR-001A
Design and Access Statement	REP-PL-HOR-002A
Environmental Statement Appendix 5.1 – Transport Assessment	REP-PL-HOR-003A
Travel Plan	REP-PL-HOR-004A
Environmental Statement Vol 1:Main Report	REP-PL-HOR-005A
Environmental Statement Vol 3: Technical Appendices Part 2 – Flood Risk Assessment	REP-PL-HOR-006A
External Lighting Strategy	REP-PL-HOR-007A
Energy Statement	REP-PL-HOR-008A
Environmental State. Vol 4: Non Tech Sum	REP-PL-HOR-009A
Environmental Statement Vol 2: Technical Appendices	REP-PL-HOR-010A
Sustainability Statement	REP-PL-HOR-011A
Assessment of Visual Effects on Views from One Additional Viewpoint (Reissue Aug 11)	REP-PL-HOR-012A
Additional Lighting Details (Reissue Aug 11)	REP-PL-HOR-013A
Environmental Statement Volume 3: Appendices Part 2- Appendix 13.1 FRA	REP/143/10_A1; REP/143/1/0_A3May 2011

PLANS		
Plan Number	Rev.	Plan Title
HOR-GX-200	04	Hornsey Location Plan
HOR-GX-201	07	Hornsey Site Plan
HOR-GX-202	05	Hornsey Revised Scheme Principal Changes
HOR-CB-001	05	Hornsey Depot Retaining Walls General Arrangements
HOR-CB-101	05	Hornsey Station Footbridge Existing Layout
HOR-CB-102	05	Hornsey Station Footbridge Proposed Layout
HOR-CB-201	04	New River Under Bridge Proposed Widening
HOR-CB-301	05	Turnpike Lane Under Bridge Proposed Widening
HOR-PL-004	03	Hornsey Main Depot Building Ground Level Plan
HOR-PL-005	03	Hornsey Main Depot Building First Level Plan
HOR-PL-012	00	Hornsey UFC Facility: Plan, Elevations & Sections
HOR-PL-013	00	Hornsey Train Wash Facility: Plan, Elevations & Sections
HOR-SE-007	03	Hornsey Sections BB, CC
HOR-SE-008	03	Hornsey Roof Plan, Section AA, Elevation E
HOR-SE-009	03	Hornsey Elevations N, S, E
HOR-CH-210	05	Hornsey Fire Tender: Track Runs Around Main Depot
HOR-CH-211	05	Hornsey Max Legal Articulated Vehicle: Track Runs
HOR-CH-212	05	Hornsey Skip & Large Refuse Vehicle: Track Runs Main Depot
HOR-CH-216	01	Max Articulated Lorry Track Runs for Existing Road
HOR-CX-001	05	Hornsey Demolition/Diversion Requirements
HOR-CX-200	05	Hornsey Proposed Fencing
HOR-LA-001	02	Hornsey Landscape Plan 1/3
HOR-LA-002	02	Hornsey Landscape Plan 2/3
HOR-LA-003	01	Hornsey Landscape Plan 3/3
HOR-CU-210	04	Hornsey Depot External Lighting Strategy
HOR-CR-210	03	Standard Details Sheet 1 of 2
HOR-CR-211	01	Standard Details Sheet 2 of 2
HOR-CE-001	06	Hornsey Detailed Cross Sections: Sections A-A, B-A, C-C
HOR-CE-002	06	Hornsey Detailed Cross Sections: Sections D-D, E-E and F-F
HOR-CE-003	05	Hornsey Detailed Cross Sections: Sections G-G, H-H and I-I
HOR-CE-004	06	Hornsey Detailed Cross Section Location Plan
HOR-GX-003	04	Photo Survey – Structures
HOR-GX-004	04	Photo Survey – Utilities/Drainage
HOR-GX-005	04	Photo Survey – Rail
HOR-GX-006	04	Photo Survey – Geo-Technics
HOR-GX-007	04	Photo Survey - Transport
CB-HOR-SK-001	01	Temporary Vehicle Access Bridge to Contractor Compound
HOR-E-001 – 008	01	External Lighting/Layout Drawings
HOR-E-101 - 108	01	Lux Level Plans

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PLANNING DESIGNATIONS:

Areas of Change – Haringey Heartlands Framework

Site Specific Proposal

Ecological Corridor

Blue Ribbon Network

Thameslink 2000

Area of Archaeological Importance

Defined Employment Area (Land adjacent to the east and north east)

Strategic Employment Location (Land adjacent to the east and north east)

Cultural Quarter (Land adjacent to the north east)

Metropolitan Open Land (Land adjacent to the west and north west)

Ecologically Valuable Site – Borough Grade I (Land adjacent to the west and north west)

Historic Park (Land adjacent to the west and north west)

Green Chain – Proposed (Land to the north-east, west and south-east)

Conservation Area (Land adjacent to the north-east, west and south-west)

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

SUMMARY OF REPORT:

The reports summary and conclusions are set out at Section 7.0 of this report.

That the Planning Committee be minded to grant planning permission for application HGY/2011/0612 subject to conditions and the signing of a combined legal agreement pursuant to Section 106 of the Town and Country planning Act 1990 and Sections 72 and 278 of the Highways Act 1980 and all other appropriate legal powers (together with an appropriate form of guarantee for both the S278 highways works and S106 contributions, as set out in section 10 of this report) and in the event that the said legal agreement is not signed and completed by 12th December 2011 the application shall be deemed refused and the Assistant Director of Planning & Regeneration shall issue the appropriate notice of refusal of planning permission.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

On balance it is considered that the scheme is largely consistent with planning policy and the harm caused by proposed development is considered to be outweighed by the public benefits delivered by the scheme. Therefore, subject to appropriate conditions and s106 contributions the application is considered acceptable and on this basis, it is recommended that the application be granted planning permission.

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1.0 SITE AND SURROUNDINGS

- 1.1 The application site is located on Network Rail's operational land between Alexandra Palace and Haringey railway stations. The site covers an area of approximately 11 hectares. The southern most boundary of the site is approximately 1.9km south of Hornsey Station and extends to the area of railway land adjacent to Pemberton Road and Cranford Way. The northern most boundary of the site is just south of Alexandra Palace Station, extending northward to the area of railway land adjacent to the new Heartlands High School and Station Road. The site can be divided into two separate, but connected, locations; the existing First Capital Connect (FCC) Depot area to the south of Turnpike Lane and Coronation Sidings to the north.
- 1.2 The site is level with the surrounding ground at its southern end, rising on an embankment to between 7m and 9m above the surrounding ground level at the northern end. Moving from south to north the site is crossed by a pedestrian footbridge providing access to Hornsey Station and platforms, a bridge over the New River culvert, a bridge over Turnpike Lane and a bridge adjacent to Coburg Road. A pedestrian subway, known as the Penstock footpath, under the embankment provides access from east to west and vice versa.
- 1.3 The site is located to the east of the Great Eastern main railway line from King's Cross Station. The site contains a number of existing operational and disused sidings and a number of rail related buildings and structures, including a train wash, wheel lathe, plant rooms and tanks, overhead lines, and disused lighting columns.
- 1.4 The site of the proposed maintenance depot is to an area of railway sidings known as Coronation Sidings which are located to the north of Turnpike Lane adjacent to the existing Gas Holder site, Coburg Road, Western Road and the new Mary Neuner Road all to the east and adjacent to the Water Treatment Works and Chadwell Lane to the west. Currently, access to the site is from Hampden Road, which connects to Wightman Road and provides access to the existing First Capital Connect (FCC) Depot.
- 1.5 The site is located within the Haringey Heartlands Regeneration Area boundary, and is adjacent to the site of the proposed Clarendon Square residential and mixed use development. The new residential development of New River Village lies to the west, and there are large tracts of Victorian terraced housing to the south of the site.

2.0 PLANNING HISTORY

- 2.1 The site has extensive history as an operational railway use. The first twenty mile section of the Great Northern Railway running from King's Cross through the site area was constructed between 1846 and 1849, including the construction of Hornsey station, which opened in 1850. By 1864 the site area had come to resemble its present day appearance following the construction of the railway line and straightening of the New River.

- 2.2 Recent Planning History: The most recent and relevant planning history is detailed in sections 2.3 to 2.6 below.
- 2.3. August 2009 – A submission for the Thameslink train maintenance facility at Coronation Sidings was made to LB Haringey by Arup on behalf of Network Rail on 21st August 2009. The submission was made under Part 11 Class A and Part 17 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (the ‘GPDO’). (Application Reference Number: HGY/2009/1450 – the “previous application”).
- 2.4 August 2009 - An Article 4 Direction was made by the LB Haringey to the Secretary of State (SoS) in August 2009 seeking to remove Network Rail’s Permitted Development Rights under Parts 11 and 17 of the GPDO for various specified works including those of the railway depot in question.
- 2.5. November 2009 - The Article 4 Direction was confirmed by the Secretary of State on 25th November 2009. Network Rail submitted a challenge to the Article 4 Direction and the Government Office for the West Midlands after considering both parties’ correspondence upheld the Article 4 Direction (with modifications to the redline site boundary).
- 2.6 April 2011 – Submission of Full Planning application of revised depot scheme. Full details of the key differences between the previous application and this current application are provided in section 3.0 below.

3.0 PROPOSAL DESCRIPTION

- 3.1 The development proposed in this planning application forms part of the Network Rail Thameslink Programme, sponsored by the Department for Transport (Dft), which aims to develop and improve the London and regional commuter network. It includes a £6 billion programme of works for railway infrastructure improvements including train maintenance depots and a new fleet of Thameslink trains to be introduced from 2015.
- 3.2 The purpose of the Thameslink program is to improve capacity on the network and remove constraints. Currently there is a maximum train length of 160m and a number of junction bottlenecks across the railway network. The programme will introduce longer trains up to 12-car units and increase train frequency, providing up to 24 trains per hour through the Core Area (St Pancras International to Blackfriars).
- 3.3 The proposed development consists of a number of separate elements and structures and includes the following:
- 3.4 Maintenance Depot and Offices/Warehousing
- 3.4.1 The proposed maintenance depot building would 278m long and 21.6m wide housing three tracks (roads). It would have an internal height of 9m and an external height of up to 11.3m. The proposed internal floor area would be 6,524 sqm.

- 3.4.2 The building would be closed at the northern end with trains entering via the access tracks to the south. The three roads would service rolling stock as follows: one road would be used for planned heavy maintenance, requiring synchronised lifting equipment and overhead cranes to enable the removal and refitting of major components; the other two roads would be used for planned routine maintenance, including examination of underframes, gears, renewing brake pads and discs, checking oil levels, door systems and passenger emergency alarms.
- 3.4.3 Ancillary warehousing and offices would be located along part of the eastern side of the main depot building (182m long x 12m wide) and have an internal floor area of 3,404sqm over two storeys. The offices and staff facilities would consist of a reception area, control room, mess room, meeting room, bathroom and shower facilities and personal equipment storage.
- 3.4.4 Staff and visitor access would be via a dedicated entrance hall and reception to the eastern elevation. Deliveries would be at the southern end of the building.

3.5 Train Washers

- 3.5.1 Two train wash buildings are proposed. One would be located within the existing FCC depot sidings and one located adjacent to the north-western elevation of the proposed maintenance depot building on Coronation Sidings. The southern train wash would be used by trains approaching from the south and would be shared with the existing FCC depot, replacing the existing train washer. The northern train wash would be used by Thameslink trains and current FCC fleet arriving from the north.
- 3.5.2 Both of the proposed train wash buildings would be 7m high, 50m long and 6.5m wide. In addition, washer plant room would be 4m high, 12m long and 4m wide. Train washing water would be recycled requiring above ground water tanks (4m high, 3m x 2m) which would be located adjacent to the washer plant rooms.

3.6 UFC Facility

- 3.6.1 An underframe cleaning (UFC) facility would be located on the southern part of the site to the western elevation of the existing FCC depot. The building would be 6m high, 260m long and 7m wide. The UFC facility is used to remove debris from the underside of the trains and allows for the fast removal of any surface material including graffiti.

3.7 Ancillary Plant, Equipment and Facilities

- 3.7.1 Controlled Emissions Toilet (CET) transfer facilities would be provided within the stabling sidings and would comprise pumps located between the stabling roads with pipe work leading to a discharge point located within a plant room. The CET plant room to be located adjacent to the existing wheel lathe would be 4m high, 4m x 14m.

- 3.7.2 Two shunters cabins would be provided; one located to the north of the Hornsey station footbridge and one to the south end of the stabling area. The cabins would be 3m high and 3m x 5.5m, providing accommodation for staff awaiting the arrival of trains into the stabling areas.
- 3.7.3 A utilities building would be located on the vehicle access route off Hampden Road and would be 3m high and 4m x 5m. An electricity switch room 3m high and 10m x 5m would be located to the south of the maintenance depot building, close to the access road.
- 3.7.4 A waste storage/waste compactor area, in a compound 16m x 25m is proposed at the southern end of the site, west of the existing wheel lathe. The facility is required to deal with waste from trains in the stabling sidings areas. Waste compaction would occur on a daily basis and waste collection twice weekly.

3.8 Stabling Sidings

- 3.8.1 Train stabling would be provided to the west of the existing FCC depot. Servicing activities undertaken on the stabling sidings would include internal cleaning, refilling of sand hoppers and replenishing screen wash and toilet water tanks. Access for internal cleaning would be provided via platforms extending the entire length of the 12-car stabling roads.

3.9 Wheel Lathe

- 3.9.1 There are no additional wheel lathes proposed as part of this development. However the existing recently constructed wheel lathe and track north of the existing FCC depot would be retained for shared use by the new Thameslink Depot and existing FCC Depot. To the north of this facility is the original wheel lathe, which is to be decommissioned and demolished.

3.10 Temporary Construction Compound and Access Bridge

- 3.10.1 A temporary construction compound and access bridge is proposed at the northern edge of the site, measuring 100m x 35m. The compound would be accessed via a temporary vehicle bridge spanning approximately 24m x 3.7m. Once these facilities are no longer required the land would be returned to its original use.

3.11 Car Parking

- 3.11.1 Car parking is proposed adjacent to the depot access road to the east with some additional visitor and blue badge spaces located nearer to the depot entrance to the north. A total of 43 spaces are proposed.

3.12 Bridge and Embankment Works

- 3.12.1 Bridge works are required to widen the railway above Turnpike Lane and the New River culvert on the eastern side of the site in order to accommodate the proposed access road. The railway on both bridges would be widened by approximately 2m.

Minor retaining wall structures are proposed along part of the existing railway embankment to the north of the New River in the vicinity of the main depot building, in order to accommodate the access road.

3.13 Footbridge

3.13.1 The footbridge connecting Tottenham Lane to Hampden road would be rebuilt and the works would include replacement of existing bridge, bridge deck, parapets and piers.

4.0 RELEVANT PLANNING POLICY

4.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- [National Planning Policy Guidance](#)
- [National Planning Policy Statements](#)
- [The London Plan 2011 \(Published 22 July 2011\)](#)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

- [Haringey Unitary Development Plan \(Adopted 2006\)](#)
- [Haringey Supplementary Planning Guidance and Documents](#)
- [Haringey Local Development Framework – Core Strategy and Proposals Map \(Published for Consultation May 2010; Submitted for Examination March 2011\)](#)

Haringey's draft Core Strategy submitted to the Secretary of State in March for Examination in Public (EiP). This EiP commenced on 28th June and concluded on 7th July with the binding Inspector's report expected in October/November 2011. As a matter of law, some weight should be attached to the Core Strategy policies which have been submitted for EiP however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- [Haringey Draft Development Management Policies \(Published for Consultation May 2010\)](#)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft will be published in summer 2011. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

4.2 A full list of relevant planning policy can be found in Appendix 2.

5.0 CONSULTATION

5.1 The Council has undertaken wide consultation including Statutory Consultees and Internal Consultees, Ward Councillors, Residents Groups and Local Residents. A list of Consultees is provided below.

5.1.1 Statutory Consultees

- The Greater London Authority (GLA)
- London Development Agency
- The Government Officer for London (GOL)
- Transport for London (TfL)
- Natural England
- Environment Agency
- Thames Water
- British Waterways
- National Grid Property
- London Fire and Emergency Planning Authority
- London Fire Brigade (Water Division)
- The Metropolitan Police – Crime Prevention
- Alexandra Palace Manager
- Alexandra Palace and Park Statutory Advisory Committee
- Alexandra Park and Palace Charitable Trust

5.1.2 Internal Consultees

- Haringey Building Control
- Haringey Design and Conservation
- Haringey Transportation
- Haringey Environmental Health – Noise
- Haringey Environmental Health – Pollution
- Haringey Waste Management
- Haringey Nature Conservation
- Haringey Parks – Tree Service

5.1.3 External Consultees – Ward Councillors, Residents Groups and other Stakeholders

- Ward Councillors – Noel Park
- Ward Councillors – Hornsey
- Ward Councillors – Haringay
- Ward Councillors – Alexandra

- New River Village Residents Association
- Mildura Court Residents Association
- Hornsey CAAC
- Fairfax Road Residents Association
- Noel Park Residents Association
- Avenue Gardens Residents Association

- Parkside and Malvern Residents Association
- Burghley Road Residents Association
- Harringay Ladder Community Safety Partnership
- Warham Road Neighbourhood Watch
- Alexandra Palace and Park CAAC
- Great North Rail Branch

5.1.4 Local Residents

- 4750 local residents were consulted

5.2 This application was publicised by a press notice and site notices. The site notices were put up on Tuesday 5th April at relevant points around the proposal site, including the following locations: 1. Outside New River Village - Traffic Lights at the junction of Hornsey High Street and New River Avenue; 2. Eastern side of Turnpike Lane Bridge; 3. Junction of Clarendon Road and Hornsey Park Road; 4. Clarendon Road - Outside industrial Unit before vacant Gas Holder land; 5. Penstock Footpath – Lamp Post to entrance of footpath adjacent to Western Road; 6. Junction of Western Road and Station Road and 7. Junction of Western Road and Mayes Road

5.3 The application was put out to consultation by the London Borough of Haringey in April 2011 following the validation of the application. This first consultation generated 160 objections (of which 63 were in the form of a standard letter) and 3 expressions of support from local residents. A petition supporting the application was received from local employees and members of RMT, TSSA and UNITE unions and contained 156 signatures. In addition, 1 ward councillor and 1 MP and 8 local resident's associations/community groups wrote letters of objection.

5.4 A further round of consultation was undertaken by London Borough of Haringey in early August 2011, following the submission of additional supporting information. A subsequent round of consultation was undertaken by the London Borough of Haringey mid August 2011 following the reissue of the additional supporting information due to an error in the submission. The consultation included notification to Ward Councillors, Residents Associations and all parties who had previously commented on the scheme. This subsequent consultation generated 31 letters of objection (of which 7 were in the form of a standard letter) and 5 letters of support.

5.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committed.

5.6 The scheme was presented to the Haringey Design Panel in January 2011 and the feedback received from the panel was broadly positive. The minutes of the meeting are attached as Appendix 4 of this report.

5.7 A Development management Forum was held on the 9th May 2011 at the Heartlands High School. Approximately 60 residents attended the forum. The minutes are attached as Appendix 3 of this report.

5.8 A summary of all Statutory Consultees and Residents/Stakeholders comments and objections can be found in Appendix 1. The issues raised in the consultation responses raise the following broad issues:

- Noise
- Lighting
- Negligible Benefit to the Community
- Ecology
- Inadequate Mitigation
- Inadequate s106
- Design and Visual Amenity
- Property Values
- Inappropriate Location near Residential Properties
- Site Selection Process
- Pollution
- Traffic
- Impact on Regeneration Areas
- Consultation over Holiday Periods
- Privacy
- Security/Anti-Social Behaviour
- Flood Danger
- Alternative Location at Hornsey
- Breach of Human Rights

5.8 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment provide in part 6 of this report.

5.9 The agents/applicant have undertaken separate community consultation which has included two public meetings held on the 3rd August and 31st August 2011 at the Heartlands High School, to specifically address residents concerns regarding noise.

6.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 6.1 Principle of Development and Site Selection
- 6.2 Design, Mass, Bulk and Scale
- 6.3 Environmental Impact Assessment
- 6.4 Transport, Traffic and Parking
- 6.5 Air Quality
- 6.6 Cultural Heritage
- 6.7 Contaminated Land
- 6.8 Ecology
- 6.9 Landscape and Visual Effects
- 6.10 Noise
- 6.11 Socio-Economic Assessment
- 6.12 Water Resources
- 6.13 Sunlight, Daylight and Shadow
- 6.14 Lighting
- 6.15 Waste Management
- 6.16 Construction
- 6.17 Sustainability and Energy
- 6.18 Equalities Impact Assessment
- 6.19 Planning Obligations - Section 106 and Heads of Terms

6.1 Principle of Development and Site Selection

6.1.1 An initial site selection process was undertaken by the applicant prior to the submission of the previous application (Prior Approval Application Reference: HGY/2009/1450). A two depot strategy was proposed. The first depot was to be a 6-road maintenance building located at Coronation Sidings and the second depot a 3-road maintenance building located at Three Bridges. Following the implementation of an Article 4 direction on the Coronation Sidings site (further details provided in section 2 "Planning History) and changes to the overall Thameslink Programme, the scheme was revised and a decision taken to develop plans for a 5-road depot at Three Bridges and 3-road depot at Coronation Sidings. Both of these schemes are now the subject of full planning applications. The Planning Statement (section 2.3 and Appendix H) contains details of the site selection process.

6.1.2 A short list of potential sites, based on the previous site selection process was drawn up but also included additional sites. The 18 sites shortlisted included:

1. Hornsey – Coronation Sidings
2. Hornsey – Adjacent to Existing Depot
3. Hornsey – Utilisation of Existing Depot
4. Bounds Green
5. Ferme Park
6. Cricklewood
7. Bedford – Cauldwell Walk (Including adjacent Industrial Estate)
8. Bedford – Cauldwell Walk (Excluding adjacent Industrial Estate)
9. Bedford – Carriage Sidings
10. Bedford – Engineers Sidings
11. Bedford – Forders Sidings (Marston Vale)
12. Wellingborough – Neilson's Sidings
13. Wellingborough – Down Good Loop Yard
14. Wellingborough – Land south of Neilson's Sidings
15. Cambridge – Up Sidings to the east of the station
16. Cambridge – Chesterton
17. Peterborough – New England Sidings
18. Hitchin

6.1.3 The applicant's assessment of shortlisted sites confirmed the outcome of the previous site selection work, by confirming that the scheme at Coronation Sidings remained the most appropriate and viable site option for delivery of the maintenance depot facilities to meet the Thameslink Programme requirements.

6.1.4 The planning department enlisted the services of a consultant, The Railway Consultancy Ltd, to undertake an independent assessment of the site selection process. The consultant's report concluded that the information contained in the planning statement does not demonstrate that the Coronation Sidings site is the only viable option for a depot to support the increased train maintenance needs of the Thameslink project. The consultants' consider that the site at Bedford Cauldwell Walk could be "the optimum operational solution", however concede that this

option looked costly from a capital investment perspective and also carried a risk of the need to acquire land and carry out major infrastructure work. The consultants also considered it would be practical to locate the proposed maintenance depot at the existing train depot at Hornsey however again conclude that this option would probably be at greater expense. The report states “since the Thameslink Programme has publicly announced that it is seeking savings, it might be difficult to justify additional costs for depot construction amounting to tens (if not hundreds) of millions of pounds”. Since major infrastructure projects require, not unreasonably, a high degree of certainty about deliverability of key components, the consultants believe that Coronation Sidings was ultimately chosen as being the most deliverable option.

- 6.1.5 The proposed development is on previously developed operational rail land in a sustainable location and in general there is policy support for the re-use of this land. National and Regional policy including PPG13 “Transport”, London Plan (2011) policy 6.4 Enhancing London’s transport connectivity and the Mayors Transport Strategy (May 2010) emphasise the importance of meeting increasing demand for travel and the importance of the railways in providing a sustainable mode of transport. The importance of new and/or improved transport infrastructure is also acknowledged in local planning policy. Unitary Development Plan (2006) policy G6 “Strategic Transport Links” aims to improve existing public transport provision and promote strategic public transport links such as Thameslink 2000, Crossrail 2, and Orbirail” while M11 “Rail and Waterborne Transport” seeks to support the provision of additional rail infrastructure, provided they do not give rise to undue local environmental disturbances. The proposal therefore delivers this strategic priority and is acceptable in principle however any development should also comply with other relevant national, regional and local planning policies, where relevant. This last point is covered in the assessment provided in the following sections of this report.

6.2 Design, Mass, Bulk and Scale

- 6.2.1 Policies UD3 ‘General Principles’, UD4 ‘Quality Design’ and SPG1a ‘Design Guidance’ set out the Councils general design principles for new development in the Borough. The applicants have submitted a detailed Design and Access Statement as part of their application submission. The design statement documents the process of determining the current design up to submission and deals with the way in which the physical and structural constraints have affected the outcome of the design.
- 6.2.2 The application was originally submitted to the Council as permitted development under Part 11 as detailed in the planning history above (Ref: HGY/2009/1450). As a result of a successful bid for an Article 4 Direction which removed permitted development rights from the land, changes to the overall Thameslink Programme depot strategy and in response consultation with the local planning authority, a number of amendments to the scheme were undertaken prior to the submission of this full planning application.
- 6.2.3 The principle change to the scheme include the reduction in the size of the maintenance depot building from a 6-road facility to a 3-road facility, which has

resulted in a reduction in the width of the building by 16.5m and a reduction in the height of the building by 2.1m. The key scheme differences are summaries in the table below.

Table 1 Key Scheme Differences

	Prior Approval Application (Original Scheme) (2009)	Full Planning Application (Revised Scheme) (2011)
Depot Building	6 road track	3 road track
Depot Dimensions		
Length	280m	278m
Maximum Width	50.1m	33.6m
Maximum Height	13.4m	11.3m
Depot - Floor Area	11,200 sqm	6524 sqm
Warehouse/Office Floor Area	2808 sqm	3404 sqm
Eastern Boundary	Widening of eastern embankment including 500m long 7 – 9m high retaining wall. A series of small retaining structures to support new vehicle access road	No embankment widening proposed due to the reduced size of the depot building. A series of small retaining structures to support new access road
Staff	270	126
Car Parking Spaces	49	43
Car Park Location	East of Coronation Sidings adjacent to proposed Clarendon Square site	East of Coronation Sidings further south than previous scheme, further away from proposed residential uses.

6.2.4 The applicants have undertaken a series of meetings with interested bodies including the Haringey Council's Design Panel, prior to the submission of this full planning application. The Design Panel expressed overall support for the concept of the scheme in plan and considered the overall form of the proposal as a clean, continuous linear tube as being potentially elegant. The panel members stated however, that noise and light mitigation through design would be particularly important and also sought to have the roofing fenestration patterned rationalised. In response to these particular concerns the roof design was amended and various design solutions, in terms of noise and light attenuation among other factors, were investigated by the design team, prior to submission.

6.2.5 The design of the buildings are functional and solid in appearance and with the exception of those buildings where there is office /staff accommodation would

comprise continuous cladded elevations which would extend along the length of the buildings. The proposed buildings would be of a steel frame construction with vertically profiled aluminium 'Kalzip' cladding powder coated in a neutral colour (not yet specified and to be determined via condition). Where trains enter and depart from the buildings and on sections of the maintenance depot building a translucent 'Kalwall' fenestration composite panel is proposed to provide natural daylight to the buildings. The buildings would be insulated to facilitate efficient sound absorption. The main depot building would have a gently sloping mono-pitched roof. The UFC, train washers and wheel lathe have no openings other than the train entrance/exit and are designed to minimise noise outbreak which would occur with the introduction of any windows / openings.

- 6.2.6 Kalzip was selected as the principle cladding material because it is light-weight, durable, adaptable and enables a high speed construction, in addition to excellent thermal performance. Other materials investigated at the request of planning officers, included brick construction, which was suggested could result in a more traditional "Victorian" style railway shed. However the use of brick was rejected as it was demonstrated that it would add further bulk to the building, both vertically and horizontally, increasing the visual impact and reducing energy efficiency. The use of slate or corrugated iron for the roof construction was also considered. However, the roof slope required for either finish would result in a much higher roof line, again increasing the visual impact.
- 6.2.7 The use of Kalwall in the roof and walls has been selected for its light diffusing properties which would allow natural daylight into the building, minimising energy use, while reducing artificial light emanating from the building at night.
- 6.2.8 It is considered that the applicants have amended the proposed development to meet the concerns of planning officers, the Design Panel and local stakeholders where possible. The scheme has been redesigned since the original submission to reduce the overall bulk and scale, retain the vegetated embankment to the east, relocate the car parking area and provide a consistent chequer board skylight and wall pattern to the main depot building. These changes are considered to reduce the visual impact of the proposal from both the adjacent residential areas and long views from higher vantage points such as Alexandra Palace.
- 6.2.9 Overall, the proposed design of the maintenance depot building and associated structures is considered acceptable for the urban context of an operational railway site. It is considered the design balances the operational and safety requirements of the scheme against the amenity of sensitive receptors adjacent to the site, in compliance with relevant planning policy.

6.3 Environmental Impact Assessment

- 6.3.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority as to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undertake an environmental impact assessment ("EIA").

6.3.2 The proposed development, by reason of its size, means that it is above the statutory threshold of 0.5 hectares for “urban development” as set out in Schedule 2, Category 10 (b) of the Environmental Impact Assessment (EIA) Regulations and is therefore, likely to have significant environmental effects due to its scale, nature and location. The EIA procedure requires that the applicant submit a detailed Environmental Statement (ES) with its planning application which describes all likely significant effects and sets out proposed mitigation measures. The planning application is accompanied by an Environmental Statement (Document Ref: REP-PL-HOR-005A). A non-technical summary has also been submitted (Document Ref: REP-PL-HOR-009A) which presents in non-technical language a summary of the purpose, scope and main findings of each of the topic assessments contained within the ES.

6.3.3 A Scoping Report was submitted to the London Borough of Haringey in September 2010, in support of a request for a formal Scoping Opinion in accordance with the EIA Regulations 1999 (as amended). The Scoping Report (provided in appendix 2.1 of the Environmental Statement) identified the likely significant environmental effects arising from the proposed scheme.

6.3.4 The Environmental Statement covers the following issues:

- Transport
- Air Quality
- Cultural Heritage
- Contaminated Land
- Ecology
- Landscape and Visual Effects
- Noise
- Socio-Economic Assessment
- Water Resources
- Sunlight, Daylight and Shadow

6.3.5 A summary of each of these issues will be discussed in the following sections of this report.

6.4 Transport, Traffic and Parking

6.4.1 The Environmental Statement (Section 5) (Document Ref: REP-PL-HOR-005A) along with Appendix 5.1 Travel Assessment (Document Ref: REP-PL-HOR-003A) and a Framework Travel Plan (Document Ref: REP-PL-HOR-004A) have been submitted in support of the application. The Transport Assessment considers the effects that the proposed scheme would have on the surrounding road network.

Public Transport

6.4.2 The site is served by a number of modes of public transport. Turnpike Lane and Wood Green underground stations are within walking distance of the proposed scheme, providing Piccadilly line services linking Heathrow, Uxbridge and

Cockfosters as well as interchange within the underground and overland network at Finsbury Park and Kings Cross St Pancras.

- 6.4.3 Train services from Hornsey Station provide connections to Central London (Kings Cross and Moorgate), Welwyn Garden City, Letchworth Garden City, Hertford and Stevenage.
- 6.4.4 A number of local bus services provide connections from the immediate road including Turnpike Lane and Station Road adjacent to Alexandra Palace Railway as well as Hornsey High Road and Wood Green High Road. Turnpike Lane specifically is served by the 41 and 144 bus routes, which provide frequent links to and from Turnpike Lane underground station and bus interchange.

Vehicle Access and Parking Provision

- 6.4.5 The major road in the vicinity of the proposed scheme is Turnpike Lane (A504) which runs west to east beneath the railway bridge at the centre of the site. A major junction exists at the intersection of Turnpike Lane, Wightman Road and Hornsey Park Road. The main vehicle access to the site is currently from Hampden Road, via Wightman Road. It is proposed that vehicular access to the proposed development would be taken from this existing access point. From that point a new road would be constructed within the site, which would require the widening of the two bridges over the New River and Turnpike Lane respectively.
- 6.4.6 The main staff car parking area would be located south of the depot building while the blue badge and visitor parking spaces would be located to the north east of the depot building adjoining the reception area. The location of the main car parking area has been amended since the previous application, now distancing it from the boundary to the east of the site of the proposed Clarendon Square development.
- 6.4.7 The majority of the site falls within the Wood Green Outer controlled parking zone, which operates Monday to Saturday between 8:00am – 6:30pm. Although the section of Hampden Road west of Wightman Road is privately owned, there are privately enforced parking restrictions in place.
- 6.4.8 The development proposes a total of 43 car parking spaces comprising 37 staff car spaces, 2 blue badge car spaces and 4 visitor car spaces. Of the spaces allocated 5 will be equipped with electric car charging points.
- 6.4.9 The transport assessment calculates the parking requirement using the 'access to services' dataset for the year 2001 census, which, taking into account the shift patterns and based on a modal share of 49% calculates that the maximum demand for parking spaces will not exceed 37.
- 6.4.10 In addition to census data, Arup have commissioned a separate travel survey indicating the mode share for staff travelling to work at the existing Hornsey Depot. It has been identified that the transport modes for individuals arriving for the night shifts give more cause for concern due to the increased likelihood of staff using

private vehicles to travel work and the lack of on-street parking controls (CPZ) during these shifts.

6.4.11 The staff survey has revealed that 59% of staff arriving for the nightshift drive to work. When applying this percentage to the current proposal, the car parking demand would peak at 39 spaces between 5-6am when staff from two of the three shift patterns are on site for a change over. This is a slight increase from the predicted requirement set out in the transport assessment, with an increase of two parking spaces. However, the application makes provision for 43 parking spaces including 2 disabled spaces. It will therefore be possible to accommodate on-site parking demand generated by the development. On this basis, the parking provision proposed is deemed to be acceptable.

Pedestrian and Cycle Access

6.4.12 Pedestrian footways are provided within the immediate roads. There is a pedestrian footbridge providing access to Hampden Road from Hornsey station on Tottenham Lane.

6.4.13 Cycle route number 83 is located on Green Lanes, east of the site and route 78 located on Ferme Park Road and Cross Lane linking to the Penstock footpath, west of the site. These routes are connected to the wider cycle network.

6.4.14 Pedestrian and cycle access to the site will be via the main access point at Hampden Road or via the existing/refurbished ramped access adjacent to the Turnpike Lane Bridge. Both accesses would have secure gates to prevent the public from gaining access. A total of 14 cycle spaces will be located adjacent to the maintenance depot building and offices as shown on Drawing No. HOR-GX-201/07.

6.4.15 In order to emphasise the 20mph speed limit on Wightman Road to drivers leaving the western section of Hampden Road and to improve pedestrian safety, the installation of a raised table at the junction of Hampden Road and Wightman Road will be required. This improvement will necessitate the dedication of a 6 metre section of carriageway on Hampden Road as public highway. As it is intended that the Hampden Road access be utilised during unsocial hours, footway surfacing and lighting improvements will be necessary along the privately owned section of this road, and will form part of the s106 legal agreement.

Construction Traffic

6.4.16 The Transport Assessment has also considered traffic that would be generated at the construction phase of the development. Additional road traffic would be generated as a result of construction staff commuting to the site, deliveries of construction materials and removal of materials during earthworks.

6.4.17 The Transport Assessment indicates that there will be three construction phases. Construction phases 1 and 2 are expected to run for 24 months. Estimated construction traffic figures indicate that during the construction phase 1, there is a

six month period where it is expected that there will be 48 HGV movements a day (months 4-9 of the construction phase). In order to minimise the impact during the am and pm peaks it may be necessary to prevent HGV traffic movements during these times. Although phase 2 will last for 15 months, there is expected to be considerably less HGV traffic movements, with movements decreasing to between 22 and 20 movements per day. The length of phase 3 is not specified, however, it is anticipated that the vast majority of vehicular movement will be generated from light or medium goods vehicles, with approximately 10 vehicles a day.

6.4.18 A Construction Logistics Plan will be required as a condition of consent and shall include measures that minimise disruption of pedestrian access to the Hornsey Station footbridge. In addition to the CLP the applicant will need to provide a Delivery and Servicing Plan. As part of the CLP we would be seeking to minimise the volume of construction traffic during peak periods.

Site Operation

6.4.19 The site will be operated 24 hours a day in order to meet the new fleet's scheduled maintenance regime. This is likely to occur with a combination of normal working day staff (9:00am – 5:00pm) and shift working staff. The Thameslink manufacturer and maintenance (TMM) staff would work three shifts per day (6:00am – 2:00pm, 2:00pm – 10:00pm and 10:00pm – 6:00am). The train operating company (TOC) staff would also work a three shift pattern, which would be slightly offset from TMM staff (7:00am – 3:00pm, 3:00pm – 11:00pm and 11:00pm – 7:00am). The Transport Assessment has identified that there will be 126 members of staff, out of this total 117 will be working on a shift pattern. The scheduling of these shifts would minimise arrivals/departures during peak periods.

6.4.20 The Transport Assessment indicates that during the morning peak hour, the Maintenance Depot and associated facilities of the Hornsey scheme are expected to generate 4 inbound and no outbound vehicle trips. In the evening peak there would be 4 outgoing vehicle trips and no incoming vehicle trips. Traffic modelling has been carried out for the Hampden Road/ Wightman Road junction. The traffic modelling shows that the impact of the expected additional traffic is negligible.

6.4.21 The trip generation data also shows that the development would increase vehicle movements at the Wightman Road/Turnpike Lane junction by 3 vehicles in the morning peak and 2 vehicles in the evening peak. Based on expected changes in traffic flows up to 2021, it is considered the generated car trips would also have a negligible impact on the capacity of this junction.

Travel Plan

6.4.22 The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with SPG7b, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.

Conclusion

6.4.23 The proposal, in terms of transport, traffic, parking and access is deemed to be acceptable and in line with the relevant planning policies subject to the imposition of a number of s106 terms and planning conditions as outlined in sections 6.19 and 11.0 respectively, of this report.

6.5 Air Quality

6.5.1 Planning Policy Statement 23 “Planning and Pollution Control” along with The London Plan (2011), The Mayor’s Air Quality Strategy: Cleaning London’s Air (2002) and Local Unitary Development Plan (2006) policy ENV 7 “Air Water and Light Pollution”, set the planning policy context for air quality.

6.5.2 The Environmental Statement (ES) assesses the construction and operational impacts of the proposed development on local air quality through the identification of direct and indirect emission sources.

Operation

6.5.3 The ES states that the main sources of air quality impacts are likely to be emissions from vehicles travelling to and from the site during the operation of the depot facility. The proposed scheme would generate a small amount of commuter traffic to the site and the increase in traffic would be less than 1% on all roads except for the site access road.

6.5.4 A Framework Travel Plan (Ref: REL-PL-HOR-004A) has been submitted as part of the planning application and outlines measures to encourage staff to travel to and from the site using sustainable modes of transport, aiming to reduce traffic generated by the scheme, which would intern reduce impacts on air quality.

6.5.5 The proposed development includes the provision of one biomass boiler and four natural gas boilers which would be housed in the north-west corner of the proposed maintenance depot building. The biomass boiler would have an independent stack while the four natural gas boilers would share a stack between them. Both stacks would extend 3m above the roof of the depot thus creating a ground clearance of 14.5m.

6.5.6 The results of the assessment indicate that increases in the two pollutants from both vehicles and the biomass boiler would be insignificant.

6.5.7 Notwithstanding these results, Haringey Environmental Health Officers have undertaken an assessment of the Environmental Statement with regards to air quality and propose a condition/s106 measure to ensure emissions from the biomass boiler are controlled.

6.5.8 It should be noted that train emissions were not included in the assessment as the Great Northern and Thameslink trains associated with scheme will be electric trains, powered by overhead electrical lines and therefore will not emit any pollutants to the air locally. On occasion the depot may be obliged to provide services to other

service providers on the network who operate diesel trains. However this is expected to form a very small proportion of the total trains serviced and stabled at the facility.

- 6.5.9 An existing diesel powered shunter is in operation at the existing Hornsey Depot for an estimated 2 – 3 hours per day. Shunting at the existing depot would be reduced in proportion to the reduction in Great Northern rolling stock stabled at the depot. Therefore, a small amount of the existing air pollution consisting of diesel emissions associated with the existing shunter would be reduced as a result of the proposed development.

Construction

- 6.5.10 The construction activities associated with building the depot facilities and infrastructure have the potential to generate dust which, if not mitigated, could cause a nuisance to nearby residents.

- 6.5.11 The GLA Best Practice Guidance recommendations include such measures as the use of site hoardings, construction vehicle wheel washing, dust suppressions measures, and coving of stockpiles to avoid dust blow.

- 6.5.12 The ES (page 101 – 103) sets out a range of construction mitigation measures including those specified above. In addition, a condition of consent would require the submission of a Construction Environmental Management Plan (including appropriate mitigation measures to minimise dust and emissions based on the Mayor's Best Practice Guidance (*The control of dust and emissions from construction and demolition*), an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) to the Local Planning Authority for approval and the development implemented in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme.

6.6 Cultural Heritage

- 6.6.1 The Environmental Statement assesses the effects of construction and operation of the proposed development on the archaeological, built heritage and historic landscape resources (collectively referred to as Cultural Heritage). The assessment has considered the effect of construction and permanent works on potential below ground archaeological deposits and built heritage receptors, both on the site and within the immediate vicinity.

- 6.6.2 As stated in the Es, given the level of industrial development on the site it is considered there is a very low potential of encountering archaeological deposits and remains.

- 6.6.3 However, notwithstanding the assessment contained within the ES a condition of consent will require the applicant to implement an archaeological watching brief and programme for the recording of built heritage structures, in accordance with a

written scheme of investigation which is to be submitted and approved by the Council. This will provide a reasonable opportunity to record the history of the site.

- 6.6.4 There are a number of built heritage assets within the general areas surrounding and include 13 listed buildings within 500m of the site and/or with visibility to or from the site. The main heritage assets include the Church Tower of St Mary's Parish Church (Grade II* Listed) approximately 250m away, Alexandra Palace (Grade II Listed) approximately 750m away and Alexandra Park and Garden (Grade II Registered). The remaining built heritage assets within 500m of the site are not visible from and do not have visibility towards the site area, due to differences in elevation and screening.
- 6.6.5 Due to the prominent and elevation location of Alexandra Palace there are extensive panoramic views possible especially from the upper viewing terraces. The Palace sits within a corridor of designated views and protected vistas toward the inner city of London and St. Paul's Cathedral. While the proposed railway development would be visible from the Alexandra Park and Palace, it would not be located within the London panorama from the terrace of Alexandra Palace towards central London or the statutorily protected vista to St. Pauls. The views to the maintenance depot would be in the context of the existing operational railway land and surrounding development, including the existing gas holders, Hornsey Water Treatment Works, Wood Green Shopping City and the New River Village Development. In this context the depot building is not considered to have a significant adverse impact on the character of the listed palace and registered park.
- 6.6.6 There is a potential for the proposed development during construction to impact on the setting of the built heritage and historic landscape assets in close proximity to the site area. During the construction phase the likely impacts would stem from increased visual impacts from scaffolding, cranes, lorries and equipment. However, any impact in this respect would be temporary and limited to the construction phase only.
- 6.6.7 A number of mitigation measures are proposed at both the construction stage and operational stage of the development. Details are contained within section 7.9, 10.10.4, 10.10.5 and 10.10.6 of the ES. The implementation of mitigation measures will occur through both conditions of consent and the s106 legal agreement.

6.7 Contaminated Land

- 6.7.1 PPS 23 "Planning and Pollution Control" advises that the planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses are not, as far as possible, affected by existing potential sources of pollution. Any consideration of the quality of land, air or water and potential impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use.
- 6.7.2 The Environmental Statement assesses the likely environmental impacts of the development on ground conditions.

- 6.7.3 A review of the history of the site and surrounding area indicate a range of historical industrial uses from the late 19th Century, which have the potential to result in contamination. Particularly the historic use as railway land and the nearby industrial uses such as the gasworks facility to the east of the site indicate the potential for contamination from heavy metals, fuels, oils and solvents.
- 6.7.4 A soil contamination assessment indicated that many contaminants were at very low concentrations that would not pose a risk to human health. However, some elevated concentrations of metals and hydrocarbons indicate small localised areas of contamination.
- 6.7.5 The Environment Agency and Haringey Environmental Health Officers have undertaken an assessment of the ES information relating to contaminated land and propose a number of conditions of consent to ensure the development can be implemented and occupied with adequate regard for the environmental and public safety.

6.8 Ecology, Biodiversity and Landscaping

- 6.8.1 The application site is located within a designated Green Corridor (as identified on the Haringey Unitary Development Plan (2006) – Proposals Map).
- 6.8.2 There are no statutory designated sites for ecology present on the site. There is one non-statutory designated site within the area directly affected by the proposed works, being the New River Site of Importance for Nature Conservation (SINC). In the surrounding area there are three statutory sites within two kilometres and fourteen non-statutory SINC's within one kilometre of the site.
- 6.8.3 The site contains areas of vegetated railway track ballast, woodland scrub and trees of varying ages and quality along the railway embankments.
- 6.8.4 The approach of the landscaping scheme is to retain as much existing vegetation as possible and to provide suitable replacement vegetation where vegetation loss is unavoidable. The landscape enhancements focus on the railway embankments to the east and west of the proposed maintenance depot to enhance visual screening of the scheme and to strengthen the ecological corridor and enhance biodiversity.
- 6.8.5 Construction works will require the removal of vegetated railway ballast in the area around Coronation Sidings. These works would impact upon local invertebrate populations. Works to extend the bridge width over the New River and removal of the probably air raid shelters north of Coronation Sidings could impact upon bat activity in the area. Lighting at night could also potentially affect bat foraging areas.
- 6.8.6 There will be some limited vegetation clearance on the top of the embankment on the eastern side of the site to allow for the installation of buried services and a number of retaining structures to support the proposed access road. In addition some vegetation clearance is proposed at the north of the site to accommodate a temporary construction compound and access bridge. Any vegetation clearance would reduce bird nesting habitat and could also affect bat populations.

- 6.8.7 A large number of mitigation measures are proposed within the Environmental Statement. A condition of consent will require the preparation and approval of an Ecological Management Plan that would set out a series of measures that would ensure that effects on local wildlife are minimised as far as possible. Such measures would include for example undertaking works outside of breeding bird season, where possible. The mitigation measures will be delivered under the supervision of an Ecological Clerk of Works in line with a Construction Environmental Management Plan to be prepared and approved prior to construction.
- 6.8.8 In addition, a number of enhancement measures are proposed as shown on the submitted landscape plans. A number of conditions of consent in conjunction with the s106 agreement will ensure the enhancement measures, which include both on site and off site landscaping schemes, are undertaken. Some of the enhancements proposed include: Removal of Japanese Knotweed from the site, bat and bird boxes to mature trees, log piles will be placed within the open glades to provide habitat for invertebrate species. The full list of measures are described in section 9.10 of the Environmental Statement (Ref: REP-PL-HOR-005A) and Landscaping Plans (Ref: HOR-LA-001, HOR-LA-002 and HOR-LA-003).
- 6.8.9 Natural England has been consulted and raised no objection to the application.
- 6.8.10 Following the implementation of the proposed mitigation and enhancement measures it is considered that the overall quality of habitat provided would be improved. While there would be a net loss of existing habitat, largely the result of a loss of vegetated railway ballast, the works proposed to the eastern embankment in particular would provide higher value habitat over a smaller area for a range of wildlife species and therefore result in a net increase in the number of botanical species present on the site post-construction.

6.9 Landscape and Visual Effects

- 6.9.1 The site of the proposed development is located within an operational railway corridor. The adjacent land uses include commercial/light industrial and residential to the east, residential and commercial to the west and the Hornsey Water Works and Alexandra Palace and Park to the west and north-west.
- 6.9.2 The railway land is raised on an embankment of up to nine metres in height falling from west to east resulting in the land to the east being at a significantly lower level and separated from the site by a strip of woodland along a sloping embankment.
- 6.9.3 The railway corridor and stabling are generally screened by mature vegetation which in places is dense enough to create a strong visual buffer between the site and adjacent land uses. In other locations, the corridor is more visible. This is particularly the case from elevated vantage points, such as the upper slope and terrace of Alexandra Park and Palace.

- 6.9.4 The Environmental Statement includes an assessment of the significance of the potential landscape and visual effects of the proposed development on the existing landscape character and visual amenity. Nine representative viewpoints were included in the initial ES assessment and photomontages produce to show the existing conditions and predicted views post-construction. The key viewpoint locations were identified to represent typical views from sensitive receptors affected by the proposed scheme. Details are contained within Appendix 10 of the ES. The three most significant view points are considered to be the adjacent residential areas of New River Village and the proposed Clarendon Square development as well as Alexandra Palace and Park. The visual impacts of the proposed development on these three locations are discussed in greater detail below.
- 6.9.5 Following the initial consultation, local residents requested an additional photomontage to be taken from an elevated position within the New River Village development. Arup subsequently submitted an "Assessment of visual effects on views from one additional viewpoint" (Ref: REP-PL-HOR-012A). The additional viewpoint is representative of the potential view of the main depot building from upper storey residential properties. The images produced indicate possible day time and night time effects. Following the submission of the additional information Arup reviewed the details contained within the assessment and found that an error had occurred in the production of the images. An amended document, rectifying the errors was subsequently submitted. The Planning Department undertook additional community consultation following both submissions.

New River Village

- 6.9.6 The proposed maintenance depot would be visible from both lower and upper floor residential buildings with east facing windows within the New River Village development however would be largely screened by existing embankment vegetation with glimpsed views through the trees. Winter views would result in greater visibility due to a lack of foliage from the existing vegetation.
- 6.9.7 The night-time photomontage indicates that, based on the indicative lighting strategy, impacts due to the proposed on-site lighting requirements, including light from the depot itself would be negligible.
- 6.9.8 Conditions of consent will require planting and ecological enhancements to the western boundary adjacent to the New River Village site, within Network Rail land. As set out in the submitted Environmental Statement and landscape plans (HOR-LA-001, HOR-LA-002 and HOR-LA-003) the planting proposed within the planning application site is to be mature stock. In addition, the s106 legal agreement will require, within 6 months of the start of development, Network Rail to submit to the Council for approval a mixed deciduous and evergreen of semi-mature planting and landscaping scheme for third party land on the west side of the rail lines in the vicinity of New River Village (along a length of approximately 540m) to provide some visual screening of the development. Subject to agreement with the third party landowners (which will be pursued with reasonable endeavours by Network Rail), Network Rail are to implement the agreed planting scheme in the first planting

season following approval by the Council and agreement by the third party landowners.

The Proposed Clarendon Square Development

- 6.9.9 A planning application for the proposed Clarendon Square scheme (Application Reference: HGY/2009/0503) for a mixed-use development has been submitted to the Council and is currently under assessment. The Clarendon Square site is located to the east, directly adjacent to the proposed maintenance depot.
- 6.9.10 The effects of the proposed development on the potential future residential development of Clarendon Square have been considered as part of the visual impact assessment.
- 6.9.11 The proposed maintenance depot building would be within close proximity to the western most residential and commercial blocks within the proposed Clarendon Square scheme. This will impact outlook from these western facing units. However, the vegetated embankment is to be retained and the car parking area located further to the south than originally proposed which will minimise the visual impact, compared to the original (prior approval) proposal.
- 6.9.12 The potential impacts of night time lighting on the Clarendon Square development could have a significant adverse impact on future residents due to the close proximity of the site. Via conditions of consent, measures to limit impacts from external lighting would form a fundamental aspect of the detailed lighting design.
- 6.9.13 The s106 legal agreement and conditions of consent will require planting and ecological enhancements to the eastern boundary adjacent to the Clarendon Square site and will require Network Rail to ensure that the landscaping/ecological enhancement works on the east side of the site are completed no later than the first planting season following first occupation of the depot building. In addition, a management agreement/arrangement of the land that forms the eastern embankment will be offered to National Grid or a relevant successor for a minimum period of 25 years to allow greater control over planting and maintenance to the satisfaction of the future developer of the Clarendon Square site. The amendments to the scheme in conjunction with conditions of consent and section 106 obligations are considered to be appropriate mitigation measures.

Alexandra Palace and Park

- 6.9.14 Alexandra Palace and Park are located directly to the north-west of the proposed development. They are designated as Metropolitan Open Land and located within a designated conservation area. The park is registered as Grade II on the English Heritage Register of Parks and Gardens of Special Historic Interest. The vista from the palace and park towards St. Paul's Cathedral is statutorily protected. The proposed development falls outside the designated viewing corridor and the listing of the park itself does not provide statutory protection. Having said that, the historic interest of the park and garden and its location within a conservation area is a material planning consideration.

- 6.9.15 The proposed maintenance depot would form an additional built element clearly visible beyond the Hornsey Treatment works in views from the upper slopes and terrace of Alexandra Park and Palace. Whilst the proposed maintenance depot would sit within the context of other larger scale buildings, it would constitute a substantial built form with a different appearance to the surrounding residential and industrial buildings.
- 6.9.16 The scope for direct mitigation is limited by operational and spatial constraints. Screen planting would have to be located close to the depot building to be effective however rail safety, operational requirements, as well as limited space, make such screen planting unfeasible. As such, the greatest opportunity for mitigation will be achieved through design and materials. Careful consideration of colour and material can make a significant contribution to visual impact. An example of this is the New River Village Development which largely due to its solid white coloured blocks are highly visible from Alexandra Palace and Park. As such, conditions of consent will enable the local planning authority to retain control over the final design details, materials and colours to assist in minimising the visual impact from this location.
- 6.9.17 Cumulatively, the impact of the proposed maintenance depot when considered in conjunction with the proposed Clarendon Square Development would be less significant. The proposed buildings on the western side of the Clarendon Square scheme would be significantly higher at 22 – 32m than the proposed maintenance depot at 11m. Even considering the raised height of the embankment the Clarendon Square development would rise above the maintenance depot and therefore be visible beyond the depot building on the skyline as seen from the western side of the railway corridor, including Alexandra Palace and Park.
- 6.9.18 In terms of night time impact the site lighting of the proposed development would be visible but it is considered that due to the distance of the depot being approximately 1km from the park the impact would not be significant as its appearance at night would merge with the wider context of surrounding urban night lighting.

Other visual Impacts and Improvements

- 6.9.19 The visual impacts on other vantage points around the site would predominantly have an adverse effect during the construction phase, rather than following the completion of the development. While any visual impact is not ideal, those arising solely from construction would be temporary and conditions of consent will be imposed to reduce those impacts as far as possible.
- 6.9.20 In addition to the above, the s106 will require Network Rail to procure the removal, within 6 months of the start of the development, of all of the advertisement hoardings it owns as erected on its land adjacent to the rail bridge over Turnpike Lane (Network Rail owns 9 of the 12 hoardings). This would result in visual amenity improvements within the immediate locality.

6.10 Noise

6.10.1 PPG24 “Planning and Noise” sets out the considerations to be taken into account in determining planning applications for activities which generate noise and recommends appropriate noise exposure levels for different sources of noise and provides guidance which deals specifically with noise from railways. Haringey Unitary Development Plan policy ENV6 “Noise Pollution” states that “potentially noisy developments should only be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact”.

6.10.2 As part of the EIA, an assessment of the noise impact of the proposed scheme was undertaken. The assessment included:

- Construction noise and vibration
- Construction traffic
- Noise from train movements
- Noise from road vehicles
- Noise from stationary sources such as wheel lathe and plant and related to maintenance activities taking place on the site

Operational Noise

6.10.3 During the consultation process, the issue of noise pollution, particularly operational noise, was of the greatest concern to residents. The existing operational railway land is an existing source of noise pollution from a variety of sources, including engine noise, braking, wheel squeal, horn testing and the operation of wheel lathes or train cleaning, which impact on the amenity of residents. The proposed depot and its associated facilities are intended to be operational 24 hours a day and therefore it is the concern of residents that a more intensive use of the site would increase the level of noise and consequently result in a greater impact on amenity. However, the Environmental Statement predicts that there would not be any noise impacts from the proposed development. It concludes that the rating level would not exceed the background noise level at any of the receptors used in the assessment.

6.10.4 Haringey Environmental Health Department, in conjunction with an independent consultant, have reviewed the noise assessment within the Environmental Statement (ES) and confirm that the methodology used in the ES is appropriate and in accordance with the relevant British Standards. The noise assessment team raise no objection to the proposed development subject to the imposition of a number of planning conditions.

6.10.5 The first condition requires the design and installation of new items of fixed plant to be such that when operating the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg and a noise report produced to demonstrate compliance with the above.

6.10.6 A further condition requires a report to be submitted and approved by the Council that demonstrates that the operational noise from all moving sources on the depot shall not exceed the levels in the table below at specific receptors around the site.

Receptor	Daytime dBLAeq, 0600-0000	Night-time dBLAeq, 0000-0600
1 to 25 Fyfe, Chadwell Lane	56	54
120 Turnpike Lane	64	56
165 Wightman Road	55	48
329 Wightman Road	55	48
Westpoint Apartments	58	50
Western Boundary Edge of Blocks 1, 2, and 7 of the proposed Clarendon Square Development (HGY/2009/0503)	56	54

6.10.7 Of particular concern to residents is the issue of noise from train horns. The testing of horns is required for railway safety reasons prior to any train entering service. As trains will be required to enter service during all hours of operation it is not possible to prohibit the testing of horns between certain hours, as suggested by residents. However, strict depot procedures will be put in place to minimise the use of train horns as far as safety procedures allow. The design of the train horn in the new rolling stock proposed for the site is being developed and the incorporation of high/low sounding tones is being investigated as part of the train design. In addition a 'shunting tone' with a lower noise emission is being investigated for normal operational use within the open stabling areas. Overall, the best possible combinations of industry best practice will be incorporated into the design of the depot and operating systems to assist in minimising noise impacts.

6.10.8 The issue of noise "bounce" was also raised as a concern by local stakeholders. Noise reflected from the new depot building has been considered as part of the noise assessment. It is considered that reflected sound would not contribute an appreciable increase in noise levels compared to the sound arriving directly from a passing train. Any sound from the side of the train closest to New River Village would have to travel at least 60m to reach residential premises. This is the existing situation and would not change as a result of the propose development. Any sound from the side of the train closest to the proposed depot building would have to travel approximately 70m to the depot building, the sound would then be reflected, (however the depot fabric is not a perfect reflector and therefore some sound would be absorbed) The reflected sound would then travel approximately 130m back across the railway to the New River Village development. The combination of the additional distance the noise would have to travel as well as the small amount of

absorption from the depot building fabric would mean that the noise from trains would be increased by less than 0.5dB.

6.10.9 A New River Village ambient noise level, which is used as the basis of the assessment at residential properties, is determined by noise from a large number of sources. Whilst one contributing source may be increased by a small amount, less than 0.5dB due to the introduction of the depot building, noise from road traffic, industrial sources and general background noise would not be altered and therefore the overall ambient noise level would not increase due to the reflections or “bounce” from the depot building.

6.10.10 The s106 legal agreement will require the submission of a Site Management Plan which makes provisions for the control of noise during the operation of the facility. The noise control measures would include:

- Enforcing a 10mph on-site vehicle speed limit,
- Ensuring no deliveries of materials or supplies to the site outside the hours of 6am – 10pm except in exceptional circumstances
- Controlling the use of outside areas by staff at night
- Employment of a named liaison officer to provide information to local residents and landowners and to be a point of contact to resolve issues/complaints.

6.10.11 With the implementation of these noise control measures, no significant adverse impacts are predicted as a result of the operation of the proposed development.

Construction Noise

6.10.12 In terms of construction noise, best practice measures for the reduction of noise would be implemented through the operation of a Construction Environmental Management Plan (CEMP). Network Rail as a matter of course notify local residents, as required, in advance of scheduled noisy construction works. This covers both works under railway possession and during normal working hours (i.e. unrelated to railway possessions). These activities would be strictly controlled by an application under Section 61 of the Control of Pollution Act 1974 (CoPA) and the Construction Environmental Management Plan (CEMP), both of which are required to be approved by Haringey Council prior to any works taking place on site.

6.10.13 The s106 agreement will commit Network Rail to require all on-site contractors to comply with the Considerate Constructors Scheme.

6.11 Socio-Economic Assessment /Employment

6.11.1 The socio-economic impacts of the proposed development, both in terms of the construction and operation have been assessed. The assessment includes the effects on economics, employment and incomes and the effects on local community facilities.

6.11.2 There would be an estimated 126 staff based at the proposed facility, including office staff (managers and technical and admin support), skilled and semi-skilled

depot staff, and train servicing staff. Employment opportunities would also include entry level jobs, potentially helping to tackle unemployment in the area. The s106 heads of terms include provision of a monetary contribution towards the funding of a programme of employment skills training targeted to local people in addition to apprenticeship opportunities for local people during construction and operation.

6.11.3 There would be a knock on effect to the immediate locality, as economic activity would increase through employee spend at local businesses in areas such as Turnpike Lane, particularly retail outlets and cafes and restaurants.

6.11.4 Overall, the impact of the proposed scheme is considered to have a beneficial, impact in terms of employment and contribution to the immediate local economy, albeit minor.

6.12 Water Resources

6.12.1 PPS25 “Development and Flood Risk” seeks to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Where new development is necessary in such areas the policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.

6.12.2 The Environmental Statement makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding. There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the railway and the New River which is an entirely artificial watercourse.

6.12.3 Environment Agency flood maps indicate the site is within an area of low probability of flooding. Notwithstanding this a full Flood Risk Assessment (FRA) is provided in Appendix 13.1 of the Environment Statement.

6.12.4 During construction there would be a risk to water quality resulting from the potential spillage or run-off of contaminants, the most significant sources being silt, contaminated silt, hydrocarbons or cement and concrete wash water, into local watercourses. Construction activities will be managed and controlled through the operation of a Construction Environmental Management Plan (CEMP).

6.12.5 Operationally, the most significant water consumption activity is the train wash facility. However, modern wash facilities are capable of capturing and recycling 60 – 70% of the water they use. Furthermore, the location of the train wash adjacent to the proposed main depot building, which consists of a large roof area, is ideal for the capture of rain water to be used in the train wash facility. Low water use appliances fitted within the depot building would minimise water consumption in staff facilities

6.12.6 Mitigation for water quality and flood risk would be provided through the provision of a suitable new drainage system, including sustainable drainage techniques where appropriate. The Environment Agency initially objected to the proposed development however on the submission of an amended Flood Risk Assessment

the Agency is now satisfied with the submission details and has no objection subject to the imposition of a number of conditions of consent.

6.13 Sunlight, Daylight and Shadow

- 6.13.1 An assessment of the impact of the proposed development on sunlight and daylight availability to properties surrounding the site has been undertaken. The assessment included consideration of potential impacts on the proposed Clarendon Square development to the east which is subject to a current outline planning application.
- 6.13.2 The general orientation of the proposed railway development is North – South. The tallest building is the maintenance depot which would have a height of 11m above ground level. The surrounding properties and amenity areas (existing and proposed) are located at a minimum distance of 25m from the nearest proposed building.
- 6.13.3 The assessment within the Environmental Statement uses sunlight and daylight calculations based on Building Research Establishment (BRE) standards, guidance and methodology. The Vertical Sky Component results show that there would be no significant adverse effects on day lighting to surrounding properties. Furthermore, there are no significant adverse impacts on sunlight identified when measuring sunlight effects in accordance with the BRE guidance.
- 6.13.4 The projected shadows of the proposed scheme for the summer and winter solstices and autumn equinox are shown in appendix 14.1 of the ES. The sequences of images highlight that the effect on the proposed scheme on surrounding development is not significant. Projected shadows of the proposed scheme do not extend to the surrounding areas until late evening when substantial shadowing is caused by buildings in the vicinity, as would be expected for this time of day. Given that there are no significant adverse effects identified as a result of the proposed scheme, no mitigation measures are proposed.

6.14 Lighting

- 6.14.1 As set out in the Haringey Unitary Development Plan policy ENV7 “Air, Water and Light Pollution”, it is acknowledged that inappropriate lighting can cause light pollution to habitable rooms nearby and/or can contribute to light pollution of the night sky. Additional guidance is also set out in Haringey’s Supplementary planning guidance and documents, including the Draft Sustainable Design and Construction SPD
- 6.14.2 The EIA has identified areas adjacent to the site that are particularly sensitive to the effects of light spillage and include nearby existing and proposed residential properties and areas that may contain bat and bird habitat. In addition, the sky and the operational railway land itself were also considered.
- 6.14.3 Lighting during the day and night would be required within all buildings, stabling sidings and circulation areas. Four types of lighting requirements have been identified within the site and are described below.

1. Roads, Parking and External Areas around buildings

6.14.4 Generally external lighting around the perimeter of the maintenance depot and ancillary buildings would comprise a combination of wall mounted high intensity discharge luminaries. Standard column mounted luminaries would be installed on vehicle access road and car parking areas and metal halide floodlights would be located above all exit doors.

2. Sidings and Track

6.14.5 A combination of high masts and standard lighting columns would be installed. Luminaries would include full cut-off/asymmetric reflectors to prevent light spillage to adjacent areas, dwellings and the main line. Column heights have been specified to be as low as possible and have a height of 4m only, wherever possible. However in certain locations it may be necessary for the columns to be 8 or 12m in height. The two tall lighting columns currently present on the Coronation Sidings site will be removed.

3. Footpaths

6.14.6 Low level bollard lights would be installed to all dedicated external footpaths.

4. Maintenance Depot

6.14.7 The proposed building material includes “Kalwall” panels. The panels diffuse light, thereby reducing light pollution from the building and eliminating direct night time illumination when compared to normal glazing. The Kalwall panels also maximise day light to the internal spaces during the day, thus reducing energy demand the consequently CO2 emissions. A system of internally automatically controlled louvers and blinds are proposed to reduce night time light pollution from the building. A condition requiring details of the shading system and its retention and operation are proposed.

6.14.8 External to the main entrance of the maintenance depot, recessed architectural ground mounted LED up-lighters would be installed to illuminate the underside of any roof overhang. Anti-glare baffles would be used to reduce glare.

6.14.9 The External Lighting Strategy (Ref: REP-PL-HOR-007A) submitted in support of the application provides details of lighting control. The external lighting will generally be controlled in various zones relating to the activity taking place: Zone 1: Stabling including UFC / CET / Tanking Water / Cleaning; Zone 2: Authorised Walkways; and Zone 3: Depot site, car parking, access roads and general footpaths

6.14.11 Each external lighting zone will be controlled from a number of external feeder pillars (final location to be agreed). Time switches will be of the 7-day multi-programmable digital type allowing a minimum of three ‘On’ and three ‘Off’ positions. Lighting within the CET / Tanking Water / Cleaning zones will be provided with localised manual switching facilities to illuminate the specific cleaning positions relative to the rolling stock cleaning / maintenance locations. Once the cleaning

operation has been completed the lighting to CET /Tanking Water /Cleaning zones will be extinguished, however authorised walkways would remain illuminated.

6.14.12 The Environmental Statement, Planning Statement and Drawings and an External Lighting Strategy (REP-PL-HOR-007A) provide details of lighting. However, the supporting information, including the External Lighting Strategy, provides only a broad strategy for the lighting of the site and associated facilities. The level of detail submitted was not considered to be sufficient to either undertake a comprehensive assessment of the potential lighting impacts on adjacent sites or to address the objections of residents who raised the issue of light pollution as one of their greatest concerns. The Council therefore requested that additional information be provided. The applicant has subsequently submitted “Additional Lighting Details” (Ref: REP-PL-HOR-013A) which sets out an indicative detailed lighting scheme. The document provides details of the type and appearance of lighting units, the likely location of the lighting units and predicted lux levels (light spillage diagrams).

6.14.13 The lux level drawings show the amount of light falling outside the boundary and on residential land is very limited (predominantly to the south end of the site) and never more than 10 lux. The large majority of light falling outside the site would be no more than 5 lux and in many cases below 1 lux. The 10 lux spill is limited to the end of residential gardens. The drawings indicate that no light would fall on any properties to the west of the application site.

6.14.14 It should be noted that the “Additional Lighting Details” are an indicative scheme only as the final design will be informed by the appointed depot contractor. As such, a detailed lighting planning condition is proposed providing the Council with control over the final detailed lighting design.

6.14.15 Overall it is considered that the supporting documents indicate that the lighting scheme will be designed to balance the need for operational activities to be undertaken in a safe and efficient manner whilst having regard for the need to prevent unacceptable light pollution to adjoining sites and control over the final detailed lighting plans will be provided to the local planning authority through the impositions of a planning condition.

6.15 Waste Management

Demolition and Construction Waste

6.15.1 The proposed development would generate demolition and construction. The project aims to achieve Good Practice with regards to waste recovery, as set out by Waste and Resources Action Programme (WRAP). In order to achieve this, a number of measures are proposed (as described in section 4.19/7 to 4.19.20) and would include Site Waste Management Plan (SWMP).

Operational Waste

6.15.2 The operational waste streams would be similar in nature to the current operational waste streams on the site, as the proposed uses of the facilities would be similar.

These are likely to comprise paper and plastics from packaging materials, food waste, glass, cardboard, wood and hazardous materials in the form of crushed lamps, aerosols cans and empty oil containers.

6.15.3 Two waste storage/waste compactor areas are proposed as part of the development. The facility to the north of the proposed maintenance depot would be approximately 81sqm and would store and compact waste from trains and waste generated from maintenance works. The second facility, to be located to the west of the existing wheel lathe, would be approximately 48sqm and would deal with waste from trains in the stabling sidings area. Waste compaction would occur on a daily basis and removal of waste from these two facilities would occur once per week. The storage areas would drain to foul water drains. In cases where potentially polluting materials are to be stored, they would be effectively contained, for example within a bunded area. A secured area would be constructed for the storage of all hazardous waste.

6.15.4 A planning condition requiring details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, will ensure compliance with the relevant standards. A further condition would specifically relate to the storage of oils, fuels and chemicals.

6.16 Construction

6.16.1 The planned introduction of the new Thameslink trains on the network from 2015 will require the construction of the depot facility to be completed by the end of 2013 to enable a period of testing and commissioning of the new fleet prior to the trains entering service. The depot construction programme is therefore planned to commence in late 2011, subject to planning permission, and last for a period of approximately 24 months.

6.16.2 The final construction methodology has not been confirmed however it is envisaged that the construction would be undertaken in three phases.

1. Ground works, including any necessary levelling of the site and reinforcement or reconstruction of existing retaining walls.
2. Construction of the building frame and cladding the frame.
3. Building fit out.

6.16.3 The construction works will generally be undertaken within normal working hours i.e. 08:00 to 18:00 Monday to Friday (excluding public holidays) and 08:00 to 13:00 Saturday. However some construction activities may be required to be undertaken outside of these hours for safety and operational reasons. Works affecting the mainline would entail temporary railway closures known as railway possessions and would be carried out during night time and/or weekend hours. These works would include:

- Works to the pedestrian footbridge at Hornsey Station;
- Widening of the New River and Turnpike Lane Bridges;

- Main line connections; and
- Construction activities where plant must be located close to the railway e.g. piling

6.16.4 In addition, the following activities may be undertaken within a period of one hour before and after the defined normal working hours:

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

6.16.4 Management of the demolition and construction activities would be the responsibility of the appointed contractor. However, the Sustainability Statement sets out the processes in place to ensure sustainable site management is carried out. A set of planning conditions, including the provision of a Construction Environmental Management Plans (CEMP), Construction Phase Traffic Management Plan and registration under the Considerate Constructors Scheme among other requirements, would ensure compliance with the prescribed processes, practices and mitigation measures identified in the Environmental Statement.

6.17 Sustainability and Energy

6.17.1 PPS1 Delivering Sustainable Development confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that planning should promote sustainable development and inclusive patterns of development by:

- Making land available for development
- Contributing to sustainable economic development
- Protecting and enhancing the natural and historic environment
- Ensuring high quality development through good and inclusive design
- Ensuring that development supports existing communities

6.17.2 The planning application is submitted with an accompanying Sustainability Statement (Document Ref: REP-PL-HOR-011A) and Energy Statement (Document Ref: REP-PL-HOR-008A) which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.

6.17.3 As outlined in the sustainability statement, the key sustainability objectives of the Thameslink Programme are to:

- Restrict carbon emissions
- Use sustainable materials in a sustainable way
- Minimise waste production
- Conserve water supplies
- Protect land and minimise pollution
- Protect and enhance biodiversity
- Protect and enhance cultural heritage
- Support health and amenity
- Support sustainable transport

Planning of the Site

6.17.4 The assessment criteria for the site selection process included planning and environmental constraints, among other criteria. The site being an existing railway land, accords with governmental planning policy by reuse rather than procuring brown or green field land. Following selection of the Hornsey site, the layout of the scheme was considered in response to the site constraints (further details provided within the Design and Access Statement).

Environmental Assessment Method

6.17.5 In addition to the Sustainability Statement, an energy and carbon emissions assessment has been provided within the Energy Statement (Document Ref: REP-PL-HOR-008A). The BRE Environmental Assessment Method (BREEAM) is the leading and most widely used environmental assessment method for buildings and sets the standard for best practice in sustainable design. The proposed development seeks to achieve a BREEAM rating of “Very Good” and a pre-assessment (Sustainability Statement – Appendix A) has been completed by a licensed BREEAM Assessor demonstrating how the target rating could be achieved. Conditions of consent and s106 obligations will require the development to achieve BREEAM Very Good in accordance with the 2008 BREEAM scheme for which the Development is registered.

Materials

6.17.6 The main depot building is to be constructed of Kalzip and Kalwall. Kalzip is made from aluminium and is to be the principle cladding material. The material has excellent thermal performance and is lightweight. While production of aluminium is energy intensive, the recycling of Kalzip required 95% less energy than primary production with no loss of quality or volume.

6.17.7 Kalwall is a translucent fenestration material with a number of sustainability credentials including low solar gain preventing overheating, daylight to spaces reducing requirement for artificial lighting, lightweight requiring no mechanical lifting equipment, panels contain 22% recycled content and are 100% recyclable and diffuse light thus reducing light pollution.

6.17.8 In addition, where possible, reclaimed goods and materials (e.g. Steel, crushed aggregate etc) will be used. For example stabling sidings and new track will be

largely from recycled or re-used rail (Network rail track is currently 98% from recycled materials and 2% is re-used).

6.17.9 A number of other issues are covered by the Sustainability Assessment, including Water and Flood Risk, Ecology and Biodiversity, Transport, Operation and Demolition and Construction. However, these issues are covered in detail in other sections of this report and therefore are not repeated here.

6.18 Equalities Impact Assessment

6.18.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. An Equalities Impact Assessment is undertaken to evaluate the effects of the proposed scheme on people depending on their ethnicity, gender, age, disability, religion and belief or sexual orientation.

6.18.2 In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

6.18.3 Some policies, projects, functions, major developments or planning applications may have a greater impact on equality and diversity than others. The Council has developed a screening tool to help identify whether a full Equalities Impact Assessment (EqIA) should be undertaken. An EqIA screening has been undertaken (Planning Statement section 4.3 and Appendix I) and found that there are no adverse or unequal impacts identified across each of the equality strand and that a full EqIA is not considered necessary for this particular application.

6.19 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

6.19.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is set out in Circular 05/2005 "Planning Obligations" and the Councils Development Plan policies and supplementary planning guidance, specifically SPG10a "Negotiation, Management and Monitoring of Planning Obligations" (Adopted 2006).

6.19.2 The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. The Regulations provide the framework for the transition from the current planning obligation system to the new tariff-style charge – the community infrastructure levy (CIL). Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.

6.19.3 The Development has various implications that need to be addressed in a s106 agreement:

- the creation of a new pedestrian access to the proposed depot on Turnpike Lane requiring safety, lighting and environmental improvements in the vicinity;
- higher vehicle flows along roads to an existing site access with a consequent need for improvements for pedestrians and cyclists in the vicinity;
- securing, as far as is possible, continued public use of the footbridge over the rail lines linking to Hornsey Station to maximise pedestrian links;
- improvements to Hornsey Station to promote greater use including by employees working on the site;
- improving lighting for pedestrians using the 'Penstock Path' tunnel (that is to be widened during construction of the proposed depot passing under the rail lines linking from Mary Neuner Way) and measures to prevent/reduce water penetration through the roof of the tunnel;
- enhanced visual screening of the proposed depot by new planting especially along the western side of the existing rail lines on third party land (subject to the landowners' agreement);
- measures to promote greater use of local labour, including apprenticeships targeted to local people, during construction and use of the new depot;
- specifying site management arrangements when the depot is completed to minimise disturbance to existing and potential new residents in the vicinity of the site;
- ensuring the achievement and maintenance of air quality standards; and
- as part of the regeneration area of Haringey Heartlands, enabling the development to contribute to planning the next phase of regeneration.

6.19.4 The draft heads of terms for the s106 agreement is attached at Appendix 5 to this report and is structured to address these implications as follows:

- Sustainability
- Transport and access improvements
- Environmental improvements
- Employment skills training, local labour and apprenticeships
- Reinstatement and maintenance of landscaping and open space
- Site management
- Area planning and improvements.

- 6.19.5 The applicant/landowner (Network Rail) has agreed the attached draft s106 heads of terms. Total funding to be paid to the Council to address the implications is £735,000. Network Rail will also invest up to an additional £994,000 (approx.) in implementing the specified measures to be undertaken either on its land or on 3rd. party land (subject to those owners' agreement). The total s106 therefore represents investment of approx. £1,729,000 to address the implications of the scheme and reduce its impact on local residents. The total estimated cost of the proposed Depot is approximately £200m.
- 6.19.6 These measures represent a comprehensive package to deal with the key implications of the development and are considered appropriate to the scale of the development.

7. SUMMARY AND CONCLUSION

- 7.1 The detailed assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance.
- 7.2 The current scheme represents an amendment to the previous scheme (HGY/2009/145) in response to concerns raised at that time and comprises a reduction in the maximum height and width of the maintenance depot building of 2.1m and 16.5m respectively. The result is an overall smaller facility to a house three road scheme rather than the initially proposed six road scheme. The amendments also reduce the impact on the designated green chain corridor and allow the existing embankment to be retained and enhanced for both visual screening and habitat creation.
- 7.3 National and Regional policy emphasise the importance of meeting increasing demand for travel and the importance of the railways in providing a sustainable mode of transport. The importance of new and/or improved transport infrastructure is also acknowledged in planning policy. Haringey Unitary Development Plan and Core Strategy also support improvements to local transport infrastructure to support growth of communities and the economy.
- 7.4 The proposed Thameslink maintenance depot is considered to be an appropriate re-use of operational rail land, would deliver an identified strategic infrastructure project and contribute to the improvements in the operation of the rail network in line with national policy which encourages sustainable development and public transport use.
- 7.5 The design of the buildings, site layout and landscaping is considered appropriate in scale within its setting and surroundings and it is accepted the location of the facilities is largely determined by technical, operational and physical constraints of the site.
- 7.6 The application, including Environmental Statement and other supporting documentation is considered to have addressed all the likely environmental impacts (in particular those relating to ecology, flooding/drainage, construction, noise, lighting and visual impact) of the development and appropriate measures to mitigate such impacts.

7.7 The impact on neighbouring properties has been carefully assessed and it is considered impacts from the proposed development could be adequately mitigated through the imposition of conditions and s106 legal obligations.

7.8 On balance, it is considered that the proposed development is largely consistent with the intent of relevant National, Regional and Local Planning policies and that subject to appropriate conditions and s106 contributions the application should be approved.

8.0 HUMAN RIGHTS

8.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

9.0 RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference HGY/2011/0612 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the London Borough of Haringey (under Section 106 of the Town and Country Planning Act (as amended) 1990) in order to secure the Heads of Terms in Appendix 5, covering the following general items:

- Sustainability
- Transport and access improvements
- Environmental improvements
- Employment skills training, local labour and apprenticeships
- Reinstatement and maintenance of landscaping and open space
- Site management
- Area planning and improvements

Monitoring

To ensure that the s106 obligations are honoured in a full and timely manner, implementation of the s106 obligations will be subject to regular monitoring and target dates will be set where appropriate.

10.0 RECOMMENDATION 2

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement in accordance with the approved plans and documentation as follows:

DOCUMENTS	
Title	Document Reference
Planning Statement	REP-PL-HOR-001A
Design and Access Statement	REP-PL-HOR-002A
Environmental Statement Appendix 5.1 – Transport Assessment	REP-PL-HOR-003A
Travel Plan	REP-PL-HOR-004A
Environmental Statement Vol 1: Main Report	REP-PL-HOR-005A
Environmental Statement Vol 3: Technical Appendices Part 2 – Flood Risk Assessment	REP-PL-HOR-006A
External Lighting Strategy	REP-PL-HOR-007A
Energy Statement	REP-PL-HOR-008A
Environmental Statement Vol 4: Non Technical Summary	REP-PL-HOR-009A
Environmental Statement Vol 2: Technical Appendices	REP-PL-HOR-010A
Sustainability Statement	REP-PL-HOR-011A
Assessment of Visual Effects on Views from One Additional Viewpoint (Reissue Aug 11)	REP-PL-HOR-012A
Additional Lighting Details (Reissue Aug 11)	REP-PL-HOR-013A
Environmental Statement Volume 3: Appendices Part 2- Appendix 13.1 FRA	REP/143/10_A1; REP/143/1/0_A3May 2011

PLANS		
Plan Number	Rev.	Plan Title
HOR-GX-200	04	Hornsey Location Plan
HOR-GX-201	07	Hornsey Site Plan
HOR-GX-202	05	Hornsey Revised Scheme Principal Changes
HOR-CB-001	05	Hornsey Depot Retaining Walls General Arrangements
HOR-CB-101	05	Hornsey Station Footbridge Existing Layout
HOR-CB-102	05	Hornsey Station Footbridge Proposed Layout
HOR-CB-201	04	New River Under Bridge Proposed Widening
HOR-CB-301	05	Turnpike Lane Under Bridge Proposed Widening
HOR-PL-004	03	Hornsey Main Depot Building Ground Level Plan
HOR-PL-005	03	Hornsey Main Depot Building First Level Plan
HOR-PL-012	00	Hornsey UFC Facility: Plan, Elevations & Sections
HOR-PL-013	00	Hornsey Train Wash Facility: Plan, Elevations & Sections
HOR-SE-007	03	Hornsey Sections BB, CC
HOR-SE-008	03	Hornsey Roof Plan, Section AA, Elevation E
HOR-SE-009	03	Hornsey Elevations N, S, E
HOR-CH-210	05	Hornsey Fire Tender: Track Runs Around Main Depot
HOR-CH-211	05	Hornsey Max Legal Articulated Vehicle: Track Runs

HOR-CH-212	05	Hornsey Skip & Large Refuse Vehicle: Track Runs Main Depot
HOR-CH-216	01	Max Articulated Lorry Track Runs for Existing Road
HOR-CX-001	05	Hornsey Demolition/Diversion Requirements
HOR-CX-200	05	Hornsey Proposed Fencing
HOR-LA-001	02	Hornsey Landscape Plan 1/3
HOR-LA-002	02	Hornsey Landscape Plan 2/3
HOR-LA-003	01	Hornsey Landscape Plan 3/3
HOR-CU-210	04	Hornsey Depot External Lighting Strategy
HOR-CR-210	03	Standard Details Sheet 1 of 2
HOR-CR-211	01	Standard Details Sheet 2 of 2
HOR-CE-001	06	Hornsey Detailed Cross Sections: Sections A-A, B-A, C-C
HOR-CE-002	06	Hornsey Detailed Cross Sections: Sections D-D, E-E and F-F
HOR-CE-003	05	Hornsey Detailed Cross Sections: Sections G-G, H-H and I-I
HOR-CE-004	06	Hornsey Detailed Cross Section Location Plan
HOR-GX-003	04	Photo Survey – Structures
HOR-GX-004	04	Photo Survey – Utilities/Drainage
HOR-GX-005	04	Photo Survey – Rail
HOR-GX-006	04	Photo Survey – Geo-Technics
HOR-GX-007	04	Photo Survey - Transport
CB-HOR-SK-001	01	Temporary Vehicle Access Bridge to Contractor Compound
HOR-E-001 – 008	01	External Lighting/Layout Drawings
HOR-E-101 – 108	01	Lux Level Plans

Subject to the following conditions:

COMMENCEMENT OF DEVELOPMENT

1. The development to which this permission relates must be commenced not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS

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

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

DETAILS OF MATERIALS

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development

hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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.

CONTROL OF EXTERNAL NOISE

- The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises (as well as the western building boundary of Blocks 1, 2 and 7 as detailed within the Clarendon Square Planning Application Ref: HGY/2009/0503), shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

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

NOISE CONTROL

- The development shall not be brought into use until a report has been submitted to and approved by the Council that demonstrates that the operational noise from all moving sources on the depot shall not exceed the levels in the table below at specific receptors around the site.

Receptor	Daytime dBLAeq, 0600-0000	Night-time dBLAeq, 0000-0600
1 to 25 Fyfe, Chadwell Lane	56	54
120 Turnpike Lane	64	56
165 Wightman Road	55	48
329 Wightman Road	55	48
Westpoint Apartments	58	50
Western Boundary Edge of Blocks 1, 2, and 7 of the proposed Clarendon Square Development (HGY/2009/0503)	56	54

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

LIGHTING PLAN

6. Notwithstanding the details of lighting referred to in the submitted External Lighting Strategy (Document Ref: REP-PL-HOR-007A) and Additional Lighting Details (Document Ref: REP-PL-HOR-013A), a detailed Lighting Plan, including light scatter diagrams and full details of measures to minimise light pollution to adjoining residential properties, will be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority. The Lighting Plan shall be produced by a competent person(s) and specify: a) the lamps, luminaries and columns; b) design, height and angle/positioning of lamps; c) screening, vegetation to contain light spill d) future maintenance and post-installation checks to ensure compliance; e) modelling of the light levels and light spill upon nearby receptors.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

DEPOT SHADING SYSTEM

7. The development shall not be brought into use until details of the internal shading system proposed to control external light glare from the maintenance depot building have been submitted to and approved in writing by the Local Planning Authority. The shading control system shall be installed in accordance with the approved details and thereby operated and maintained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

LANDSCAPING – LANDSCAPING SCHEME

8. Notwithstanding the details of landscaping referred to in the application and shown on drawings HOR-LA-001, HOR-LA-002 and HOR-LA-003, the development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together with a schedule of species d) hard surfacing, means of enclosure and any acoustic fencing required.

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

LANDSCAPING – IMPLEMENTATION/MAINTENANCE

9. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping shall be completed no

later than the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. All hard landscaping and means of enclosure shall be completed before the development is occupied.

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

LANDSCAPING – PROTECTION OF EXISTING TREES

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

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

JAPANESE KNOTWEED

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

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

BOUNDARY TREATMENT

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

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

RETAINING STRUCTURES

13. Before any construction work commences, details of the retaining structures shown on drawing HOR-CB-001, including materials to be used, shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the retaining structures is not detrimental to the character of the locality.

ECOLOGICAL MANAGEMENT

14. Prior to the commencement of the demolition and construction an updated bat survey and invertebrate survey shall be undertaken and submitted to and approved in writing by the local planning authority. The development hereby approved shall not commence until full details of a site wide Ecology Management Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

POLLUTION PREVENTION

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

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

CONTAMINATED LAND – REMEDIATION STRATEGY

16. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:

- (a) A desk top study documenting all the previous and existing land uses of the site and adjacent land, potential contaminants that might be expected, given those

uses, and other relevant information in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to and approved by the Local Planning Authority.

- (b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study and conceptual model, in accordance with BS10175:2001; and, unless otherwise agreed in writing by the Local Planning Authority,
- (c) A detailed scheme for undertaking the remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works and a process for monitoring the works and reporting any variations from the agreed scheme.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

CONTAMINATED LAND – VERIFICATION REPORT

- 17. The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by a competent person. Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise: (a) as built drawings of the implemented scheme; (b) photographs of the remediation works in progress; and (c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under Condition 16.

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

USE OF CLEAN UNCONTAMINATED MATERIAL

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

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

METHOD OF PILING

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

Reason: To prevent the contamination of the underlying aquifer.

ARCHAEOLOGICAL WATCHING BRIEF

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

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

WASTE MANAGMENT

21. A detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme shall be carried out in strict accordance with the approved details.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities.

STORAGE OF OILS, FUELS AND CHEMICALS

22. Any facilities above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work must be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets must be detailed to discharge into the bund. All works and facilities as referred to above shall be constructed and completed in accordance with plans submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

HOARDINGS

23. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

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

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

24. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

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

CONSTRUCTION DUST MITIGATION

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

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

CONSTRUCTION PHASE TRAFFIC MANAGEMENT PLAN

26. The development hereby permitted shall not be commenced until a Construction Phase Traffic Management Plan (incorporating Travel Plan), including a construction

logistics plan and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport.

CONSTRUCTION HOURS

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

The following enabling activities may be required to take place within a period one hour before and one hour after normal working hours:

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

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

CONSTRUCTION – ON-SITE CONTACT

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

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

CONSTRUCTION BRIDGE

29. The proposed temporary vehicle access bridge, as shown on approved drawing CB-HOR-SK-001, shall be removed prior to the completion of the development. The access bridge shall only be used in connection with the construction and commissioning of the development.

Reason: To ensure the long term planning of the locality is not prejudiced.

TEMPORARY PEDESTRIAN ACCESS

30. Details of the temporary measures to provide pedestrian access between Hampden Road, Tottenham Lane, and Hornsey Rail Station shall be submitted to and agreed in writing by the Local Planning Authority prior to the closure of the existing pedestrian footbridge for construction purposes. These temporary measures shall remain in place until the extended pedestrian footbridge is made available for public use.

Reason: To ensure pedestrian safety and access.

CCTV AND SECURITY LIGHTING

31. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

- a) CCTV;
- b) Security lighting

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

SIGNAGE

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

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

BREEAM – DESIGN STAGE ASSESSMENT

33. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

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

BREEAM CERTIFICATE

34. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

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

TRANSPORTATION - ELECTRIC VEHICLE CHARGING POINTS

35. Prior to occupation of the development, an electric vehicle charging point shall be provided within the car parking area.

Reason: To encourage the use of sustainable modes of transport.

TRANSPORTATION - DELIVERY AND SERVICING PLAN

36. Prior to the commencement of the development a Delivery & Servicing Plan (DSP) should be submitted for the approval of the LPA. It is also recommended that the DSP explore the use of rail as an option for minimising the use of HGV's for servicing the site.

Reason: In order to minimise and confine delivery and servicing traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

TRANSPORTATION - CONSTRUCTION LOGISTICS PLAN

37. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. It is also recommended that the transportation of construction materials by rail should be explored. This is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.

Reason: In order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

TRAVEL PLAN

38. Prior to occupation of the development, a Travel Plan in compliance with Transport for London Guidance shall be submitted to and approved by the Local Planning Authority.

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

ENVIRONMENT AGENCY – FLOOD RISK ASSESSMENT

39. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), REP 143-10_A1, REP-143-10_A3, May 2011 and the following mitigation measures detailed within the FRA:

- limiting the surface water run-off generated by the 1 in 100 chance in any year critical storm event, taking the effects of climate change into account, to green field run-off rates to minimise the risk of flooding off-site;
- provision of on site storage to attenuate all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account;

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

ENVIRONMENT AGENCY - SURFACE WATER DRAINAGE

40. The development hereby approved shall not commence until a scheme for the provision of Surface Water Drainage works for the site, based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details. The drainage works shall be completed in accordance with an agreed timetable.

Reason: To prevent increased risk of flooding & to prevent pollution of controlled waters by ensuring provision of satisfactory means of surface water disposal.

ENVIRONMENT AGENCY – INFILTRATION OF SURFACE WATER DRAINAGE

41. No infiltration of surface water drainage into the ground shall be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details. Permeable paving is proposed for part of the site. This would need to be a sealed system which passes through the appropriate interceptors prior to discharging through the drainage system.

Reason: In order to prevent the infiltration of surface water to ground which could provide a potential pathway for contamination to migrate off-site.

ENVIRONMENT AGENCY – SUSPENDED SOLIDS

42. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during

construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To prevent pollution to watercourse and improve water quality

ENVIRONMENT AGENCY – DISPOSAL OF FOUL AND SURFACE WATER

43. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters. All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with the approval of the sewerage undertaker).

THAMES WATER – IMPACT PILING

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

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement. Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

MOTOR CYCLE PARKING

45. Prior to the commencement of the development a scheme for the provision of motorcycle parking to be submitted and approved in writing by the Local Planning Authority prior to the occupation of the scheme

Reason: To ensure a range of parking options are provided within the scheme.

LONDON FIRE BRIGADE – FIRE HYDRANTS

46. The applicant shall install 5 Private Fire Hydrants in the positions indicated by the red X's on the plans enclosed in the LFB response. The hydrants should be number P43436, P39357, P44234, P39341 and P39785 respectively.

Reason: In order to comply with the London Fire Brigade requirements.

INFORMATIVES:

INFORMATIVE - ENVIRONMENT AGENCY – CONTAMINATED SOILS

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an Environmental Permit. Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste. The applicant should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the applicant should contact the Environment Agency for advice at an early stage. The Environment Agency recommends that the applicant refer to EA position statement on the Definition of Waste: Development Industry Code of Practice. Contaminated soil that is excavated, recovered or disposed of, is controlled waste.

INFORMATIVE-ENVIRONMENT AGENCY-WATER RESOURCES ACT 1991

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

INFORMATIVE – PROTECTION OF SPECIES

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

INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS

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

INFORMATIVE – THAMES WATER

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

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable

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

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produce s contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Telephone: 020 8507 4321.

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

Water Comments

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Supplementary Comments

The New River aqueduct is adjacent to this proposed development and special precautions will be required to avoid any damage or pollution that may occur as a result of the proposed development. Please contact Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

11.0 REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regionally important strategic transport infrastructure projects and economic growth.
- b) The Maintenance Depot and its associated facilities are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and environmental site constraints. The Environmental Impact (accompanying Environmental Statements and related Documents and Addendums provided) of the proposed development have been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G2 'Development and Urban Design', G6 Strategic Transport Links, AC1 Heartlands/Wood Green, UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 Waste Storage, UD8 Planning Obligations, M2 'Public Transport Network', M3 'New Development Location and Accessibility', M10 'Parking for Development', M11 Rail and Waterborne Transport ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV11 'Contaminated Land', ENV13 'Sustainable Waste Management' OS5 Development Adjacent to Open Spaces, OS6 Ecologically Valuable Sites and Their Corridors, OS2 Metropolitan Open Land, OS7 Historic Parks, Gardens and Landscapes, OS12 Biodiversity, OS16 Green Chains and CSV8 Archaeology.

12.0 APPENDICES:

- 12.1 Appendix 1: Consultation Responses
- 12.2 Appendix 2: Planning Policies
- 12.3 Appendix 3: Development Management Forum Minutes
- 12.4 Appendix 4: Design Panel Minutes
- 12.5 Appendix 5: Heads of Terms for s106 Legal Agreement

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	The Greater London Authority (GLA)	Not Referable to the GLA	N/A
2	London Development Agency	No Comments Received	N/A
3	The Government Officer for London (GOL)	No Comments Received	N/A
4	Transport for London (TfL)	<p>1. The application site is not situated on or in close proximity to the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN).</p> <p>2. It is noted that a total of 43 car parking spaces will be provided; it is recommended that no less than two disabled parking spaces, designed in accordance with the DfT 'Inclusive Mobility' guidance would be provided.</p> <p>3. It is recommended small number of motorcycle spaces should be provided.</p> <p>4. The proposal to provide 13 secured cycle parking spaces and shower/ changing facilities is supported by TfL.</p>	<p>Noted</p> <p>A total of 43 car parking spaces would be provided. This includes 2 Blue Badge parking spaces.</p> <p>A condition of consent will require the submission of a scheme for motorcycle parking within the site.</p> <p>Noted</p>

No.	Stakeholder	Question/Comment	Response
		<p>5. It is recommended that electric vehicle charging points should be provided at the car parking area; a minimum coverage of 20% is recommended.</p> <p>6. The production of Travel Plan is welcomed by TfL; the finalised plan should be developed fully in accordance with relevant DfT and TfL guidance for Travel Planning; and the Plan should be subject S106 planning obligation.</p> <p>7. As per the vehicular trip rate assessment, TfL agrees that the proposal would be unlikely to generate significant level of vehicular traffic during the normal AM and PM peak hours.</p> <p>8. A Delivery & Servicing Plan (DSP) should be produced for the proposal, and be submitted to the local authority for approval prior to the occupation of the site. It is also recommended that measure should be provided to minimise the use of HGV for servicing purpose and the use of rail option should be explored where it is practical to do so to minimise highway and traffic impact.</p> <p>9. It is recommended that a</p>	<p>A condition of consent will require an electric vehicle charging point to be provided within the car parking area.</p> <p>A condition of consent will require prior to the commencement of the use, a Travel Plan, in compliance with Transport for London Guidance, be submitted to and approved by the Local Planning Authority.</p> <p>Noted</p> <p>A condition of consent will require prior to the commencement of the development a Delivery & Servicing Plan (DSP) be submitted for the approval of the LPA. It is also recommended, via this condition, that the DSP explore the use of rail as an option for minimising the use of HGV's for servicing the site.</p> <p>A condition of consent will require prior to the commencement</p>

No.	Stakeholder	Question/Comment	Response
		<p>Construction Management Plan (CMP) and Construction Logistics Plan (CLP) should be produced and approved by the local authority prior to construction work commences on site. It is also recommended that the transportation of construction materials by rail should be explored, this is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.</p> <p>10. It is requested that for during the construction of the proposal; disruptions to walking route by general public to access rail station facilities should be kept to a minimum where possible; this is to ensure that the public transport accessibility would be maintained throughout. It is recommended that the local authority should approve any pedestrian and traffic diversion route prior to work commence on site.</p> <p>Subject to the above, TfL is not minded to object the proposed development.</p>	<p>of the development a Construction Logistics Plan (CLP) be submitted for the approval of the LPA. It is also recommended, via this condition, that the transportation of construction materials by rail should be explored. This is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.</p> <p>The s106 will require Network Rail to use all reasonable endeavours to keep open for public use the pedestrian footbridge from Hampden Road to Tottenham Lane/Hornsey Station provided that this obligation shall not in any way restrict or prevent NR from closing (including temporarily) and/or removing the footbridge for any reason where such reason relates to (i) the safety, repair, maintenance, improvement, redevelopment or reconstruction of the footbridge or any other rail facilities; or (ii) the operational requirements or purposes of NR, the users of the railway, or the rail regulators and further provided that such route shall not constitute a public right of way and NR shall be entitled to take any actions it considers necessary to prevent any such right occurring.</p> <p>Noted</p>

No.	Stakeholder	Question/Comment	Response
5	Natural England	<p>No comments or objections to make on this proposal. However NE would expect the Local Planning Authority to assess and consider the possible impacts resulting from this proposal on the following when determining this application:</p> <ul style="list-style-type: none"> • Local Wildlife Sites If the proposal site is on or adjacent to local wildlife sites e.g. Site of Nature Conservation Importance (SNCI), in this instance the New River SNCI or Local Nature Reserve (LNR) the country ecologist and/or local wildlife trust should be contacted. • Protected Species If representations from other parties highlight the possible presence or the Council is aware of a protected Biodiversity Action Plan (BAP) species on the site, the Council should request survey information from the applicant before determining the application. • Biodiversity Enhancements This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nesting boxes. The Council should 	<p>Conditions of consent will require a site wide Ecology Management Strategy be submitted to and approved in writing by the Local Planning Authority. This will provide the opportunity for the LPA to secure measures to enhance the biodiversity of the site, as outlined in the Planning Statement and Environmental Statement. A further condition of consent will require a site wide ecological survey be carried out prior to the commencement of works.</p>

No.	Stakeholder	Question/Comment	Response
		<p>consider securing measures to enhance the biodiversity of the site from the applicants, if it is minded to grant permission for this application.</p> <p>The biodiversity potential for the scheme, as referenced in the Planning Statement, Section 4.2.12 together with the Environmental Statement – Chapter 9: Ecology is to be welcomed and encouraged.</p>	Noted
6	Environment Agency	The Environment Agency initially objected (letter dated 24/5/2011) to the proposal. Following the submission of an amended Flood Risk Assessment (FRA) the Environment Agency removed their objection and now find the proposal acceptable (letter dated 21/6/2011) subject to the imposition of a number of conditions of consent.	The Environment Agency conditions and informatives which relate to Flood Risk Assessment, Surface Water Drainage, Infiltration of Surface Water Drainage, Suspended Soils, and Disposal of Foul and Surface Water, are included
7	Thames Water	No objection subject to conditions and informatives	Conditions and Informatives included
8	British Waterways	No Comments Received	N/A
9	National Grid Property	No Comments Received	N/A
10	London Fire and	The Brigade is satisfied with the	Noted

No.	Stakeholder	Question/Comment	Response
	Emergency Planning Authority	proposal. Site plans should be forwarded to LFB Water Office for fire hydrant requirements	Site plans have been forwarded to LFB Water Office. Refer to comment 11 below.
11	London Fire Brigade (Water Division)	The issue of water supply within the site has been considered and in order to provide an adequate supply of water for fire fighting, we are recommending the installation of 5 Private Fire Hydrants in the positions indicated by the red X's on the enclosed plan. The hydrants should be number P43436, P39357, P44234, P39341 and P39785 respectively.	A condition of consent included
12	The Metropolitan Police – Crime Prevention	No objection	Noted
13	Alexandra Palace Manager	No comments received	N/A
14	Alexandra Palace and Park Statutory Advisory Committee	No comments received	N/A
15	Alexandra Park and Palace Charitable Trust	The general feeling of the Board is that the views from the Park and Palace are an important asset that all visitors to the site can enjoy. If the application is approved our	Noted

No.	Stakeholder	Question/Comment	Response
		<p>comments are:</p> <p>1.That the developer be requested to provide trees, shrubs and/or other climbing plants on their land to screen the building.</p> <p>2.That the permitted colour scheme blends into the landscape.</p> <p>3.That the Council bears in mind its own policies regarding views.</p> <p>4.That the developer's funding contribution under s106 include provision for screening trees to be planted in Alexandra Park to mitigate the impact on the view from the palace.</p>	<p>The scope for direct mitigation is limited by operational and spatial constraints. Screen planting would have to be located close to the depot building to be effective however rail safety, operational requirements, as well as limited space, make such screen planting unfeasible.</p> <p>The colour scheme will be controlled via a condition of consent to ensure it blends into the landscape as far as possible.</p> <p>Due regard has been given to relevant planning policies in the assessment of this application.</p> <p>A number of s106 obligations are sought where specific mitigation measures are considered relevant and feasible. In this case, the provision of screening trees within Alexandra Park is not considered appropriate.</p>
	INTERNAL		
1	Haringey Building Control	The London Fire and Emergency Planning Authority (LFEPA) should be consulted formally regarding access for fire fighting purposes.	The LFEPA have been formally consulted. Refer to Statutory Consultation No. 10.
2	Haringey Design and Conservation	Haringey Design and Conservation Team have been involved in pre-application and post application discussions and negotiations including referral to the design panel.	The issues relating to design and conservation are covered within the assessment of the officer's report.
3	Haringey Transportation	No objection subject to conditions and s106 legal agreement.	The proposed conditions and s106 obligations are included as detailed in section 10 and Appendix 5, respectively, of this report
4	Haringey Environmental	Haringey Environmental Health Team in conjunction with an independent	Conditions of consent included

No.	Stakeholder	Question/Comment	Response
	Health – Noise	consultant have confirmed that the methodology used in the Environmental Statement is in line with the relevant British Standards. In addition a number of conditions of consent are proposed.	
5	Haringey Environmental Health – Pollution	Haringey Environmental Health (Pollution) Team have requested a condition of consent/s106 obligation regarding emissions from the biomass boiler.	Conditions and s106 obligations included
6	Haringey Waste Management	This proposed development requires storage for waste & recycling either internally or externally, arrangements for scheduled collections with a Commercial Waste contractor will be required.	A condition of consent will require the submission and approval of a detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation.
7	Haringey Nature Conservation	Haringey Conservation Team considers further mitigation measures could be provided and has requested that an updated bat survey and invertebrate survey be undertaken.	The assessment concludes that a number of mitigation measures are proposed and will be enforced via conditions of consent and 106 obligations. These measures, including the requirement to produce an Ecological Management Strategy for the site will allow a range of ecological enhancements to be provided. A condition of consent will require an updated bat survey and invertebrate survey to be submitted to and approved by the local planning authority.
8	Haringey Parks – Tree Service	No comments received	N/A
	EXTERNAL		
1	MPs/Ward Councillors Lynne Featherstone	1. Location. This is the wrong location for this operation and facility.	The issue of the principle of the development and site selection are covered in section 6.1 of this report.

No.	Stakeholder	Question/Comment	Response
	Cllr Robert Gorrie	<p>2. Mitigation. The application as presented does not include sufficient mitigation for the substantial impact it will have on the surrounding residential and leisure spaces and users.</p> <p>3. Operational Control. Given the potential impact is as much about the operation of the site as it is the site itself there is no clarity on how that operation will be controlled to minimize disruption.</p> <p>I also share the concerns set out by The New River Village, Mildura Court, Parkside Malvern & Burghley Road Associations, especially with regards to the lack of mitigation.</p> <p>Raise three issues:</p> <ol style="list-style-type: none"> 1. Site location 2. Mitigation 3. Operational Control 	<p>A range of mitigation measures are proposed, where necessary, and will be enforced via conditions of consent and s106 legal obligations.</p> <p>The s106 legal agreement will require, that no later than 18 months from the start of construction of the Development, Network Rail will prepare and submit to the Council for approval a Site Management Plan. Further details provided in section 2.21 of Appendix 5 of this report.</p> <p>Noted. Refer to response to the residents associations in the section below.</p> <p>Refer to responses to Lynne Featherstone above.</p>
2	Drivers Jonas Deloitte	We are pleased to see that significant amendments have been made to the proposals which have responded to the previous concerns raised by local residents, Council officers and other stakeholders. We are also pleased to see the use of a number of mitigation measures such as the “mature landscape buffer” as well as the relocation and	Noted

No.	Stakeholder	Question/Comment	Response
		<p>reduction in the size of the depot.</p> <p>Issues raised:</p> <ol style="list-style-type: none"> <li data-bbox="600 320 1149 464">1. Hours of Operation – Request that the applicants provide a management plan for the operation of the depot. <li data-bbox="600 507 1149 762">2. Noise Disturbance – Request amendments to the two proposed noise conditions requiring reference to the western blocks within the proposed Clarendon Square development (HGY/2009/0503). <li data-bbox="600 805 1149 949">3. Light Pollution – Object to the 8m and 12m columns and request to be consulted upon the detailed aspects of the lighting strategy. <li data-bbox="600 1182 1149 1326">4. Design – Concern that the use of Kalwall will result in light spillage at night. Request the council attach an appropriate condition. 	<p>The s106 agreement requires the submission of a Site Management Plan within 18 months of the start of construction.</p> <p>The two proposed noise conditions have been amended accordingly.</p> <p>At the request of the Council the applicants have submitted an Indicative Lighting Scheme. While it cannot be confirmed if 8m and 12m lighting columns will be required at this stage, as it is dependent on the contractors detailed design, the information submitted with the application along with conditions of consent requiring full details of lighting are considered sufficient to provide control over the detailed design, implementation and operation of the depot lighting scheme.</p> <p>The application confirms that a system of internal louvres will be fitted to ensure light spillage remains minimal at night. Furthermore, a planning condition will require the applicant to submit details of the internal shading system and that the shading system be installed prior to the development being brought into use.</p>

No.	Stakeholder	Question/Comment	Response
		<p>5. Car Parking – Concern regarding the over provision of car parking spaces and no cycle spaces.</p> <p>6. Access – Request the speed limit on the proposed access road be limited to 10mph and managed through an appropriate operational management plan.</p> <p>7. Landscape Buffer – Support the draft conditions relating to landscaping. Would like to see the taller trees retained through a condition of consent.</p> <p>8. Transfer of Landscape Buffer – Seek through s106 to have the management of the landscape buffer to the east of the depot building transferred to the Clarendon Square developer.</p> <p>9. Site Management – request a site management plan for the operation of the depot.</p>	<p>The application proposed 43 spaces. Haringey Transportation Team has assessed the transport information and confirm that this is appropriate provision to allow for the overlap of shifts. The application proposes 14 cycle spaces.</p> <p>The s106 agreement will require the submission and approval of a Site management plan. Within that plan will require the enforcement of a 10mph motor vehicle speed limit.</p> <p>Noted. The Landscaping conditions will ensure control over tree to be retained.</p> <p>The s106 agreement includes a clause for Network Rail to use reasonable endeavours to offer to grant National Grid or its successor in title, a management agreement/agreement of the land for no less than 25 years to allow the landscaped buffer between the two schemes to be maintained.</p> <p>The s106 agreement will require the submission and approval of a Site management which controls a number of aspects of the depots operation including some of the matters referred to by Drivers Jonas Deloitte.</p>
	RESIDENT ASSOCIATIONS		

No.	Stakeholder	Question/Comment	Response
	AND CAAC's AND OTHER GROUPS		
1	Joint Residents Associations - (New River Village Residents Association, Park Malvern Residents Association, Mildura Court Residents Association and Burghley Road Residents Association)	<p>The joint residents association raise the following issues:</p> <ul style="list-style-type: none"> • Visual Impact • Noise Impact • Light Spillage Impact • Ecological Impact • Risk to Future Generations, Redevelopment and Opportunity • Lack of Benefit to Haringey • Inadequate s106 measures 	<p>Visual impact addressed in section 6.9 of the assessment</p> <p>Noise impact addressed in section 6.10 of the assessment</p> <p>Light impact addressed in section 6.14 of the assessment</p> <p>Ecological impact addressed in section 6.8 of the assessment</p> <p>The impact on the proposed Clarendon Square development is addressed within the assessment. The proposed maintenance depot is not considered to result in a significant adverse impact that would jeopardise the viability of the Clarendon Square Development. The agents of the Clarendon Square application, Drivers Jonas Deloitte, have written in a letter dated 10th May 2011 have not raised a specific objection to the proposal but requested impacts be minimised through standard planning controls such as conditions of consent and s106 legal obligations.</p> <p>The development will have some benefit to the local community through employment opportunities. The s106 legal obligation will require a number of provisions for employment and apprenticeships.</p> <p>A range of s106 measures are proposed, as stated in Appendix 5. The proposed measure are considered to be relevant to the scheme and provide adequate mitigation, where necessary.</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • Site within the Haringey Heartlands Development Framework Area • Design and Visual Appearance • Privacy and Loss of Residential Amenity • Noise and Vibration • Air Quality • Light Pollution • Additional Road Vehicle Movements 	<p>The site is within the designated Haringey Heartlands Framework Area. Haringey Unitary Development Plan (2006) policy AC1 – The Heartlands/Wood Green states that development should have regard to the development framework for the area which seeks to ensure comprehensive and coordinated development which: (k) ensures that any continuing rail-related operations on the site are not prejudiced.</p> <p>Design and Visual Appearance are addressed in section 6.2</p> <p>The site is within an existing railway corridor. The proposed depot building is considerable distance from residential properties, particularly to the west and it is not considered there would be any additional loss of privacy as a result of the development above and beyond the current situation.</p> <p>Noise and Vibration Impacts are addressed in section 6.10</p> <p>Air Quality Impacts are addressed in section 6.5</p> <p>Light Impacts are addressed in section 6.14</p> <p>Traffic Impacts are addressed in section 6.4</p>
2	New River Village	Raise concern regarding a number of inadequacies within the planning	

No.	Stakeholder	Question/Comment	Response
	Residents Association	application: 1. Representation in photomontages inadequate 2. The lighting strategy is undefined 3. The noise report is based only on average calculations 4. Clarity in the number of train movements during the day and evening	<p>Since this time a further photomontage has been produced and formally submitted as additional information. This provides a view from an upper floor flat within the New River Village Development and includes both day time and night time visualisations.</p> <p>Since this time the Council has sought further information and the applicants submitted an Indicative lighting scheme. Conditions of consent will require full details of the proposed lighting scheme to be submitted and approved.</p> <p>Haringey Environmental Health Team, along with an independent consultant, confirm that the methodology used by the applicants is inline with the relevant British and European Standards.</p> <p>The applicants have undertaken two public meetings to specifically address noise. As part of the presentation this issue was addressed.</p>
3	Mildura Court Residents Association	No separate letter received. Refer to Joint Residents Association.	N/A
4	Hornsey CAAC	No response received	N/A
5	Fairfax Road Residents Association	No response received	N/A
6	Noel Park	No response received	N/A

No.	Stakeholder	Question/Comment	Response
	Residents Association		
7	Avenue Gardens Residents Association	<ol style="list-style-type: none"> <li data-bbox="595 284 1149 501">1. Planning Detail – There is insufficient detail provided to enable the design, appearance, relationship to existing features, colour and materials to be assessed. <li data-bbox="595 544 1149 799">2. Noise Nuisance – The depot building opposition New River Village will be a sound mirror. No mitigation is shown. There is no predictive study of the noise environment taking the walls into account. <li data-bbox="595 842 1149 916">3. Proposed New Footbridge – The design is not acceptable <li data-bbox="595 959 1149 1362">4. Railway Bridge at Turnpike Lane – The railway structure creates a very poor pedestrian environment. Following the work major environmental improvements should be made for pedestrians. There is nothing in the proposal with regard to this. This should not be s106 as the proposal itself is for major alteration of the existing structure. 	<p data-bbox="1167 284 2094 427">It is considered that the application is supported by sufficient detail to assess the application as a full planning application. Condition of consent will require further information to be submitted and approved where necessary.</p> <p data-bbox="1167 544 2094 651">The noise assessment takes into account noise “bounce” or reflection. The issue of noise is addressed in section 6.10 of this report.</p> <p data-bbox="1167 842 2094 916">The proposed design of the footbridge is considered to be acceptable.</p> <p data-bbox="1167 959 2094 1066">The s106 legal agreement contains a clause requiring improvements to the turnpike lane bridge pedestrian environment. Refer to Appendix 5.</p>

No.	Stakeholder	Question/Comment	Response
		<p>5. Accessibility – The project with respect to Hornsey station does not satisfy access requirements. The scheme requires major alterations and rebuilding of the footbridge therefore access should be provided for all as part of the scheme.</p> <p>6. Alexandra Palace Conservation Area - The aspect of the site is very prominent from Alexandra Palace Park and terrace. Mock ups of the proposed materials should be required as a condition for assessment.</p> <p>7. Development Management Forum – It is the applicant’s duty to comply with legislation and the Authority’s policies.</p> <p>8. Lighting Strategy – AGRA warmly welcomes the applicant’s commitment to minimising light pollution and preserving dark skies. The planning authority should press the applicant for more details and ensure through conditions of consent that the lighting strategy are met.</p>	<p>The footbridge forms part of this application. The s106 provides a sum of money for improvements to Hornsey Station. Within 12 months of the start of development, NR to submit to the Council for agreement a plan, programme and estimated cost of improvement works to Hornsey Station to enhance rail passenger convenience and comfort. These works may include works to the Station entrance, booking hall, stairs and platforms. Refer to Appendix 5.</p> <p>A condition of consent will require the submission of materials for approval.</p> <p>The applicant, in the supporting documentation, provides evidence they have considered the relevant legislation and planning policies.</p> <p>Noted. In addition to the indicative lighting scheme, previously submitted, conditions of consent included which require the submission and approval of a full lighting scheme.</p>
8	Parkside and	No separate letter received. Refer to	N/A

No.	Stakeholder	Question/Comment	Response
	Malvern Residents Association	Joint Residents Association.	
9	Burghley Road Residents Association	No separate letter received. Refer to Joint Residents Association.	N/A
10	Harringay Ladder Community Safety Partnership	No response received	N/A
11	Warham Rd Neighbourhood Watch	No response received	N/A
12	Alexandra Palace and Park CAAC	<p>APPCAAC object for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed structure is very large and would be visually intrusive from the terrace of Alexandra Palace, which is a viewpoint with protected strategic views of London. 2. The cumulative visual impact of this scheme, when seen in the context of other developments namely the water treatment plant, New River Village, Heartlands 	<p>Visual impacts are addressed in section 6.9 of this report</p> <p>Cumulative visual impacts are addressed in section 6.9 of this report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>School and the proposed Heartlands development itself would be seriously damaging.</p> <p>3. The whole of Alexandra Park comprises a designated conservation area and is categorised as Metropolitan Open Land (MOL). The erection of the proposed structure on the boundary of the park would be detrimental and would degrade the conservation area.</p> <p>4. The proposal is contrary to Haringey Council UDP policies OS2, OS4, OS5 and OS6.</p> <p>5. It is also contrary to Haringey's new Local Development Framework, which strengthens the degree of protection given to conservation areas and views.</p> <p>6. Design – no attempt made to soften the visual impact of the building, either by cladding or screening.</p> <p>7. The site is adjacent to an ecological corridor a unique and valuable environment noted for rear species of migratory birds,</p>	<p>Impact on Alexandra Park as MOL and a conservation area are addressed in sections 6.9 and 6.6 of this report.</p> <p>The application has been assessed against and found to comply with the relevant national, regional and local planning policies.</p> <p>The application has been assessed against and found to comply with the relevant national, regional and local planning policies.</p> <p>Screening is proposed where feasible – via conditions of consent. A further condition of consent will retain control over materials.</p> <p>These issues are covered in sections 6.5, 6.8, 6.10 and 6.14 of this report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>bats and rare beetles, which would be jeopardised by the lighting, noise and dirt pollution associated with the development.</p> <p>8. The proposal is deficient in that it fails to show due consideration for other less sensitive locations.</p>	<p>Site selection is addressed in section 6.1 of this report.</p>
13	Tree Trust for Haringey	<p>Round the clock noising working will disturb the bat population and other wildlife, especially the bright lighting that will presumably be deemed necessary.</p> <p>We are not told which mature trees will be pruned and felled.</p> <p>The whole scheme should be smaller scaled and not 24 hour operation.</p>	<p>Conditions of consent and s106 obligations will require the submission of Construction Environmental Management Plans, Ecological Management Plans and compliance with the Considerate Contractor's scheme. Furthermore a condition of consent will require the submission and approval of a detailed Lighting Plan, including light scatter diagrams and full details of measures to minimise light pollution. All of these measures will minimise the impact on wildlife during construction and operation.</p> <p>A condition of consent will require the submission of detailed landscaping plans and ecological management plans.</p> <p>The proposed maintenance depot building has been reduce in size and scale since the original (prior approval) submission. It has been reduced from a 6 track building to a 3 track building. Further details provided in section 6.2 of this report. The depot, for operational reasons, must operate on a 24 hour basis.</p>
14	Friends of Alexandra Palace Theatre	<p>We would be most grateful if the London Borough of Haringey takes into consideration the importance of protecting the view at Alexandra Palace and Park.</p>	<p>The impacts on views from Alexandra Palace and Park have been taken into consideration in the assessment of this application. The issue of Visual Effects is addressed in section 6.9 of this report.</p>

No.	Stakeholder	Question/Comment	Response
15	Campaign for Better Transport	<p>Campaign for Better Transport support Thameslink as an important part of the programme for improved public transport infrastructure in London and the South East. We also support the current application. We understand that the applicants have listened to the concerns of the council, local people, and landowners and that substantial changes have been made to the Hornsey depot proposals since an application was first submitted in August 2009. These changes have almost halved the size of the scheme and reduced the environmental impact.</p> <p>The Thameslink project is in the broad public interest.</p> <p>Our view is that when the environmental, social and economic case has been made for strategic infrastructure proposals, as they have in this case, and local impacts have been minimised, the development should go ahead. The residents of Hornsey will, of course, be among those who will benefit directly by the increased capacity and frequency of trains on the Thameslink routes.</p> <p>It does appear that this proposal could be further improved in at least one detail. The L.B of Haringey should insist on a</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The application has been assessed by Haringey Transportation Team and Transport for London and the level of vehicle parking provision and cycle parking provision is deemed to be</p>

No.	Stakeholder	Question/Comment	Response
		large reduction in car parking and an increase in parking for bicycles.	acceptable. The issue of parking is addressed in section 6.4 of this report.
	RESIDENTS		
	<p>The first consultation (April 2011) generated 165 response letters.</p> <p>The second and third rounds of consultation (August 2011) following submission of additional information resulted in 36 responses:</p> <p>A total of 201 responses received to date.</p> <p>70 Standard letters of objection</p>	<p>The standard letter raised the following objections:</p> <ol style="list-style-type: none"> 1. Unacceptable Light Pollution 2. Unacceptable Noise Nuisance 	<p>Lighting is addressed in section 6.14 of this report</p> <p>Noise is addressed in section 6.10 of this report</p>

No.	Stakeholder	Question/Comment	Response
	121 Non-standard letters of objection	<p>The non-standard letters raised the following issues:</p> <ol style="list-style-type: none"> 1. Noise 2. Light 	<p>Ecology is addressed in section 6.8 of this report</p> <p>Conditions of consent will require the submission and approval of a detailed lighting scheme which will allow the planning authority to retain control of the final lighting design, implementation and operation. The assessment indicates that there would be no noise impacts as a result of the development and therefore no specific mitigation measures are proposed. Notwithstanding this, there are a number of conditions and s106 obligations which will ensure noise is minimised during construction and operation.</p> <p>There will be some benefits, albeit minor, to the immediate local community in relation to employment and amenity improvements through the removal of hoardings secured through the s106 agreement. In addition, there would be wider community benefits through increased rail capacity and general improvements to transport links across London and the UK.</p> <p>A range of s106 measures are proposed, as stated in Appendix 5. The proposed measure are considered to be relevant to the scheme and provide adequate mitigation, where necessary.</p>

No.	Stakeholder	Question/Comment	Response
		<p>3. Negligible benefit to the community</p> <p>4. Ecology</p> <p>5. Inadequate Mitigation</p> <p>6. Inadequate s106</p> <p>7. Design/Visual Impact</p> <p>8. Impact on Property Values</p> <p>9. Inappropriate in a Residential Area</p> <p>10. Site Selection and Alternative Locations</p> <p>11. Environmental Issues and Pollution</p> <p>12. Traffic</p> <p>13. Impact on Regeneration</p> <p>14. Consultation over the holiday</p>	<p>Points 1 through 6 are addressed above.</p> <p>7. Design and Visual Impact is addressed in sections 6.2 and 6.9 respectively.</p> <p>8. Impact on Property Values is not a material planning consideration and therefore cannot be taken into account as part of the assessment of this planning application.</p> <p>9. Inappropriate in Residential Area – The site is within existing operational railway land. The principle of development is addressed in section 6.1 of this report.</p> <p>10. Site selection is addressed in section 6.1 of this report.</p> <p>11. Environmental Issues including pollution are addressed in sections 6.5, 6.12 and 6.14 of this report.</p> <p>12. Traffic is addressed in section 6.4 of this report.</p> <p>13. Impact on Regeneration - The impact on the proposed Clarendon Square development is addressed within the assessment. The proposed maintenance depot is not considered to result in a significant adverse impact that would jeopardise the viability of the Clarendon Square Development. The agents of the Clarendon Square application, Drivers Jonas Deloitte, have written in a letter dated 10th May 2011 have not raised a specific objection to the proposal but requested impacts be minimised through standard planning controls such as conditions of consent and s106 legal obligations.</p> <p>14. Consultation over the holiday period – The initial</p>

No.	Stakeholder	Question/Comment	Response
	<p data-bbox="271 1029 526 1141">2 Letters neither object nor support</p> <p data-bbox="271 1181 403 1252">8 Letters support</p> <p data-bbox="271 1292 515 1396">1 Petition of support from local employees</p>	<p data-bbox="638 167 739 199">period</p> <p data-bbox="593 430 750 462">15. Privacy</p> <p data-bbox="593 654 1142 686">16. Security and Anti-Social behaviour</p> <p data-bbox="593 805 840 837">17. Flood Danger</p> <p data-bbox="593 957 1131 989">18. Desire to relocate Hornsey Station</p> <p data-bbox="593 1029 996 1061">19. Breach of Human Rights</p> <p data-bbox="548 1220 1153 1396">The letters state support for the scheme on a number of grounds including employment, improvements to transport infrastructure and capacity and a modern environmentally friendly depot building.</p>	<p data-bbox="1265 167 2094 422">consultation period commenced in April 2011 which coincided with a number of bank holidays/easter. However the council has a policy of accepting consultation responses up until the planning committee meeting and therefore the timing of the consultation has not had any significant impact on the consultation process.</p> <p data-bbox="1220 430 2094 646">15. Privacy - The site is within an existing railway corridor. The proposed depot building is considerable distance from residential properties, particularly to the west and it is not considered there would be any additional loss of privacy as a result of the development above and beyond the current situation.</p> <p data-bbox="1220 654 2094 798">16. Security and Anti-Social Behaviour – the application has been referred to the Metropolitan police for comments and they advised they have no objection. Conditions of consent relate to CCTV provision within the site.</p> <p data-bbox="1220 805 2094 949">17. Flood Danger – The Environment Agency have no objection to the Flood Risk Assessment submitted (as amended) subject to a number of conditions and informatives.</p> <p data-bbox="1220 957 2094 1021">18. It is not part of this application to consider relocation of the existing Hornsey Station</p> <p data-bbox="1220 1029 2094 1101">19. The application is not considered to be a breach of Human Rights – refer to section 8.0 of this report.</p> <p data-bbox="1164 1141 1265 1173">Noted</p> <p data-bbox="1164 1220 1265 1252">Noted</p>

No.	Stakeholder	Question/Comment	Response
	and members of RMT, TSSA and UNITE unions containing 156 signatures	Railway land being used for railway usage. Railway existed for a longer time period than the residential flats. Smaller than original scheme. No addition noise.	Petition Noted

APPENDIX 2 PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change - Supplement to PPS 1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 5: Planning for the Historic Environment
- Planning Policy Statement 9: Biodiversity and Geological Conservation
- Planning Policy Guidance 13: Transport
- Planning Policy Statement 22: Renewable Energy
- Planning Policy Statement 23: Planning and Pollution Control
- Planning Policy Guidance 24: Planning and Noise
- Planning Policy Statement 25: Development and Flood Risk
- Draft Planning Policy Statement: Planning for a Natural and Healthy Environment

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 6.4 Enhancing London's transport connectivity
- Policy 2.14 Areas for Regeneration
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG
The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G4 Employment
- G6 Strategic Transport Links
- G7 Green Belt, Met. Open Land, Significant Local Open Land & Green Chains
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC1 Heartlands/Wood Green
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV5 Works Affecting Water Courses
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- ENV13 Sustainable Waste Management
- EMP1 Defined Employment Areas – Regeneration Areas
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- M11 Rail and Waterborne Transport
- OS2 Metropolitan Open Land
- OS5 Development Adjacent to Open Spaces
- OS6 Ecologically Valuable Sites and Their Corridors
- OS7 Historic Parks, Gardens and Landscapes
- OS12 Biodiversity
- OS16 Green Chains
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Haringey Heartlands Development Framework (Adopted April 2005)

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP15 Culture and Leisure
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP19 Employment Land & Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP25 Haringey's Heritage
- DMP26 Alexandra Palace
- DMP27 Significant Local Open Land & Development Adjacent to Open Spaces
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design

Appendix 3: Development Management Forum Minutes



**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum - Coronation Sidings –HGY/2011/0612
Date : 9th May 2011
Place : Heartlands High School
Present : Paul Smith (Chair); Applicants, Representatives, Cllr Whyte, Mallett,
Gorrie, Waters, Approx 50 local residents
Minutes by : Tay Makoon

		Action
1.	Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.	
2.	<p>Proposal</p> <p>Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; under frame cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunter cabins; bridge widening over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound.</p>	
3.	<p>Presentation by Architects</p> <p>We put in a planning application for a railway depot and associated works which is connected to the Thames Link programme. This is a railway project to create a significant increase in capacity for the railway network, with an increase of 1200 extra carriages coming on service in 2015. There will be a significant increase in trains running through Central London section 24 trains per hour. This is the second application we have submitted, with an application in August 2009 under permitted development rights and the result of the comment we had from the local community and the Council and with the legal mechanism that the Government had intervened with we have re-assessed the proposals completely from first stage and worked out whether we needed to come back to the site or whether we could go to another site and if we came back here what format would the depot be. The application before you is the amended application and it is for a smaller scheme. We have undertaken an extensive consultation information sessions with members of the public, Council and we submitted the application at the end of March. Orientation plans were shown, plans of site and surrounds. The application proposes various works moving north to south. The application proposes relatively small structures, portacabins. Track reconfiguration. Slide showing tall long building houses one track, it is 12 cars long and it is known as under-framed cleaning building. This is where you put the train in and it is enclosed and the train is cleaned with jet washers. Slide showing train wash and plant room, the main access of the site is through the existing access to the railway site, thorough Hamden Road. At present you come into Hampden Road and come into the depot and in future there will be an electric vehicular gate and access will be gained that way. The proposal involves the rebuilding in a modern equivalent form of the existing footbridge that goes from the east side across the station building, the station entrance that is because the current</p>	

track interferes with the current bridge structure arrangements underneath. Creation of access in the road which goes into the site from the North. There are two narrow bridges widening the railway above Turnpike Lane and the new river get slightly wider, the rail is getting 2 metres wider and not the river. Existing pedestrian access that is being refurbished from street level. You enter the depot building, car parking and circulation areas widen out for delivering lorries. Sled showing another train wash, at the northern part of the site, the permanent site boundary ends that will be the depot boundary area in future with a track. For the construction period we are putting a temporary bridge over Penstock Path to using a lay of land to the south of the school as a temporary construction area. There are various other works, planting, vegetation and ecological works being proposed for the ecological piece of land and additional planting also being proposed. There is fencing, various bits of railway works, overhead lines signalling equipment, electrification equipment in connection with all the tracks. We did look at whether we could do this on another site and the analysis showed that this was the best site and we had reduced the height from 13.4 to 11.3metres, width, it was 6 rows and now 3(rows being the number of tracks). We have pulled it away from the boundary; we have preserved the existing vegetation boundary that was going to be lost under the previous scheme. We are now going to have additional planting and additional ecological work proposed. We have relocated the car parking, so that it is slightly to the south. We had a number of design principles that we looked at and bringing this forward. We have gone for a high quality design and with appropriate mitigation; we have addressed the bulk, size and massing according to the concerns raised in August 2009. We have lowered it into the sides, reduced the height of the building by pushing it away from the boundary and we have softened its visual impact. A key issue is sustainable design. There is rain water recycling, urban drainage, low energy lighting, we are going to achieve a good rating through BREAM. Slides showing views west across the site showing building, location and scale. We are very aware of noise, due to its urban setting, the operational side has been in operation fro 150 years but we are incorporating a new use within it and we have designed the building to minimise the noise impact. The environmental assessment contains all this information not operational noise or vibrational noise impacts are predicted. Construction noise will be managed by the CPM which is the construction environmental management plan. Landscaping and ecology, we are proposing landscaping around the site including the Clarendon square side to reinforce the ecological benefit that the area has. We are also proposing planting along the western boundary to provide additional screening and this is part of the S106. We have designed the lighting to be of minimal disruption and low as possible. The two tall lighting columns will be removed and low lighting in its place, we are using louvers to spot light spillage. Transport and access due to the low level of workers on site there will be no significant impact on the local roads network. There are 43 car parking spaces Proposed on site, includes visiting spaces and blue badges users. And 14 cycle spaces. Travel plan to encourage staff to use other modes of travel other than the car. Jobs, 126 will be provided in the depot across a full range of skills. We

will work with the Council and s106 to have a local employment working mechanism. We are keen to find out more about the Haringey Guarantee. The s106 would deal with the impact of our application which largely outside the application site. Some of things the s106 will go towards, Penstock Path, Turnpike Lane, Hampden Road, station improvement to Hornsey Station.

4. Questions from the floor

Q1: You say you are reducing the visual impact, what colour is it?

Ans: The colour is an issue and we are proposing to discuss this with the Council. The visualization shows a bright yellow colour. This is not the colour that will be chosen. We are proposing a planning condition that if we get permission we will come forward with the colour of the depot for approval. The Council has full control over it.

Q2: You say you looked at alternative sites – what was wrong with the alternative sites?

Ans: We looked at about 15 other sites and they extend from Welwyn borough, Bedford, Cricklewood, Cambridge, Peterborough, Hitchin, in the north of the River Thames. We looked at a number of criteria and those are detailed as part of this application. They all failed on the requirement for the route is that trains are fixed 12 cars long and they can't be split and we need a building to accommodate a 12 car train to maintain it and the other sites largely failed as they did not have a building large enough to accommodate a 12 car train.

Q3: Were the alternative sites that you looked at in areas of less development?

Ans: No, not all of them, Bedford had a lot of sites that had developments that were significantly closer.

Q4: This development is effectively on top of New River Village and you can't get much closer?

Ans: It is 85 – to 90 metres away from New River Village.

Q5: You said you are trying to reduce the impact, but the biggest problem we have are the trains waiting to go in the depot, with the wait for the trains to go in there is an increased number of trains waiting is that still likely to occur?

Ans: No, there is a lot of detail set out in the Environmental Impact Assessment but we have assessed the trains movements both the number of trains and time of day they are moving and around the washer building and we have assessed all that and the impact will be no more than the current impact generated by the existing pattern. There will be more trains, some of the existing fleet is maintained in the current First Capital connect depot and will no longer be maintained there and there will be some substitution services there. There will be more trains, modern fleet of trains and we have assessed those trains.

Q6: If there are more trains then there will be more noise?

Ans: No, noise is not accumulative. We have assessed the new volume of new trains and their noise generation pattern and overlaid it against the existing ambient noise level and the assessment where it is all set out shows will not have an increased level of noise above what you currently hear.

Q7: Sylvester from Burley Road: noise pollution, is there a way we can actually measure the noise pollution, as there might be work done overnight rather than stop all 11pm.

If your lighting is dimmed and that is sufficient but later you want to change it, how do we know that you are going to keep to your word?

Ans: Noise, how you measure noise is a science, we have worked with the Councils environmental Health officer and he has told us how the noise is measured in line with this application. We have agreed with them that we have taken noise measurement from around the site; we have used those to project noise pattern. We have agreed with the Council how we assessed the noise level. That is the rule. The Council gives the rule and now have told us to go away and prove how the noise level meets the Councils noise policy.

Ans – Lighting some of the lighting is low, bollard level and some are street level and that is 5 – 8 metres higher. We have proposed an outline lighting strategy where we said how we are going to deal with lighting and these are the impact we are going to reduce or eliminate. We have set out the game plan and the Council will condition the lighting to make sure we fulfil everything set out in detail. As part of the condition the Council can insist that we do not vary on any detail from the lighting set on in the plan.

Q8: Can a local residents or chair of a local amenity group be present when the noise level is being taken?

Ans: No, sorry the noise levels have already been taken some months ago. If there are concerns about noise, a ring to the Councils noise dept and a Council officer will come out and do a noise reading to see if the noise level is acceptable without the applicant being there.

Q9: Why there are no calculations of maximum noise level to be generated by the development? The calculations you have used, uses an averaging system so that where you have ambient noise in the night, you can have a number of very loud noises of a short duration, when average out over a duration over night will pass the criteria that it doesn't affect ambient noise level. It is unacceptable as local resident live so close to the site. The calculations cannot take noise such as train squeak, no effective measure for slow moving trains under 20 km per hr but all those trains will be moving at 5 to 8 miles per hour. Your calculation doesn't take any of this into account. With regards to lighting you talked about removing the very large light towers, they are irrelevant as they have not been used since New River Village was developed. The lighting

strategy has not yet been defined but the entire boundary of New River Village is included in lighting strategy which talks about 13metre high white lights. The boundary of New River Village has no night lighting at present and the mitigation that you have proposed for both noise and light pollution is inadequate. Four residents association met you and Network Rail to ask for evergreen planting along the entire length and various different measures to mitigate against it, none of which have been included in the planning application. You have disregarded what the local residents have asked of you and would like to know why this has been done and why you refuse to offer any guarantees on this proposal such as expanding it in the future, opening the doors and windows overnight when noisy work is going on. In the application it says the windows will be open during warm whether to provide extra ventilation, when you are doing under carriage washing and train horn testing overnight. How can you say all of those things not going to contribute to adverse affects on the local population? You say this scheme will bring benefit to the local community, in your report it say there will be a wider impact zone that includes, Enfield, Islington, Haringey, Hornsey, and Stevenage and your report suggest that only 30% of the 126 jobs will go within the five boroughs, everything else will go outside that zone and if average that out it looks like we will get as little as 6 jobs in Hornsey from this depot and all the affects of the local community.

Ans: Noise - I am not a noise expert but we will get the information from the noise expert and write back to you. There is a British standard on how you calculate noise and the impacts of development and we follow that. We discussed it with the Council before submitting the application and we have come up with a methodology that satisfy that, we have noise measurement at the appropriate location that the Council has decided on. Rail noise is extremely well known mechanism and the assessment around it has been going on for many years. With regards to depot noise, we were trying to achieve with this application a balance of impact on the local community as well as the energy use of the building, trying to make it sustainable, one method of doing that is to try and use natural ventilation where ever possible not use air conditioning for a large building. We have assessed the noise level with the louvers open and all this will all be incorporated into the noise assessment, the application is with the Council and they have yet to determine the application and if the noise report we have put in are not acceptable they will tell us. Lighting – The application site is to the east of the east coast mainline and the great carriage wash to the West side of the track. We are not proposing any lighting to the West only to the East. The lightning proposed has an impact as set out in the application, there is a lighting contour plan and that sets out the lighting levels to be achieved and we consider that to be acceptable and it's in the application and the Council will be the one to make the decision. With regards to the two tall lighting columns, I was only trying to make it clear that they are going, never to be used or turned into something else. With regards to employment we set out very clearly in the application, 126 jobs estimated to be created coming from this proposal and set out an

expectation given the work we have done with First Capital Connect and Network Rail about the types of jobs they will be, managerial jobs, engineering jobs, etc. Your reference to the inner area and how the distribution of jobs is a very difficult area and we don't know where the jobs are coming from, they haven't been advertised, we don't know what sort of people will be applying and we can't make any promises, we can't say 100% will come from the local community. We have taken the proposed staff number of 126 and have applied the pattern of where people live in relation to the existing depot of the existing First Capital Connect, this is where the proportion comes from. As part of the s106 we are proposing to look at employment and training with the Council with a view to generic providing employment training opportunities to anyone with a view seeing how that can apply to the new development. Our intention is to fill the jobs the best way we can and if that is within the local community, then it would be how we would want to do this. However, we cannot guarantee this as we don't know how many candidates will come forward for these jobs and whether they have the skills. It is a convention of applying existing pattern of development, because of the Environmental Impact Assessment is done it is not possible to do this in small parishes or ward scale, it has to be done bigger administrative mapping units. This is why you have the inner and bigger area and beyond. With regards to mitigation we have taken into consideration a lot of what local residents and amenity groups have said. We are proposing an urban realm improvements within the vicinity such as Turnpike Lane, additional planting to railway operational land to the West of the railway land. Off the railway land we are proposing to make a s106 contribution for evergreen planting. We do not own the land but in discussion with them.

Q10: Can you tell us something about the length of the Construction programme and whether it will be a 24hr site?

Ans: The construction programme is assumed to take 28 months and it will be phased. The construction will at times be 24hr and you will get notification when this will take place. In order to carry out work to the railway lines, the electricity has to be turned off and this can only be done late at night and weekends is when the big bits of work is phased. Network Rail has a policy of notification to local residents of any works. Some of the site will need to be done outside normal working hours but much of it wouldn't. We would like to ask the contractor to submit a s61 application which is under the control of pollution act. The act requires the contractor to publicise all its works times, dates and control the level of noise and pollution.

Q11: Alex Horn local resident - On the improvements to Hornsey railway Station, my understanding that the works will happen anyway and they are part of the same programme that is currently happening at Finsbury Park.

Ans: We think 126 jobs is a very significant number of jobs and we have not played it up. I accept it is not in the thousands but nevertheless significant. The station improvements are new an additional. The Finsbury Park is linked to the Network Rail improvements and not with what is being proposed as part of

this application.

Q12: Can you tell us what sum of monies has been allocated for the s106 and what the proportion is for the build.

Ans: I regret I cannot give you a sum as s106 is done through a formula set by the Government and with regards to mitigation, the Council have yet to let us know how much they require us to put in for the training, there is a fixed budget for this project. We have to have discussions with Network Rail to talk about what the Council wants and what we want to happen and whether it is possible and that discussion is yet to take place.

Q13: Alexandra Park & Palace CAAC – Alexandra Park is a Conservation Area and you are proposing to build an enormous white shed which will be highly visible and will have a disastrous affect on the views from the Park. I'd like to know about the alternative sites and whether it was really not suitable for you to move there.

Ans: All the sites were viewed equally and we looked at the railway sites within a geographical area and none of the sites could accommodate the space for the Trains and washers. Bedford failed because it didn't have enough land to accommodate a 12 car train depot. All the sites had insufficient length of land to accommodate the length of 12 car train. Insufficient land to accommodate the quantum of development. It's not just a building, but building with car wash, sidings UFC that goes with it.

Q14: Cllr Gorrie – is this the right place? In the 74 pages of depot site information during the appendix there is not one single costs figures to tell us how much this site is going to cost or how much any of the alternative site would have cost. Chesterton site has no red flag against it. This is not about enough land, it's just about money and as there are no figures in any of the assessments there is no comparison evidence. Can we have a clear transparent cost of how much this development will cost and how much the alternative sites especially Chesterton would have cost. Can the Council tell me what location assessment process would be part of the planning review this is a critical part of the decision and we need to know.

Ans: The issue of the cost of the depot is commercially confidential, there is a rolling stock procurement process underway at the moment and Network Rail and Dept of Transport are not going to achieve best value for money if they start publicising the cost of what they think the scheme would take to deliver. That is why the data is not in the application detail. We feel we have put all the required information in the public domain.

Q15: is this a detailed planning application? What about the new foot bridge? The drawings are inadequate and in design terms it is a travesty. We want a decent environment underneath the bridge; we need a detailed proposal for that.

Ans: Yes it is a detailed planning application. There are issues that we are proposing to be dealt with by conditions, there are no reserved matters. The

way the bridge is made up, it's known as bridge degs, is to remove a section of the bridge and put in a new one. We are moving 20feet of bridge deck and putting back 2 meters more of bridge deck. The engineering work is slightly bigger and goes back further in. Foot bridge we feel there is sufficient detailed drawing in the application for it to be considered.

Statement: Noise nuisance, has demonstrated to be a major factor in ill health and Council officer and Councillors should take note of that.

Q17: Alan Fox: Hornsey is already a very busy station; tell me why the residents have to put up with the disruption and none of the direct benefits of Thames Link.

Ans: There are some benefits that will go directly to Hornsey as a knock on effect of the programme. Once the Thames Link is complete there will be trains from Peterborough and Cambridge which currently at Kings Cross. We would divert a section of the tunnel and would run through Central London and out at the other side. There will be less pressure at Kings Cross and at Moorgate on the tube network. This is a ring fence budget, it is public money and not Network Rail money and the budget has to stretch to all the programmed work and the budget cannot be stretched any further.

Q18: Renewable sources what are they?

Ans: We have done our renewable sources in line with the Councils Supplementary guidance on sustainability, the GLA guidance and have analysed the energy requirements on site and the number of mechanisms we can provide it. We have decided that the most appropriate mechanism is a biomass boiler at the northern end of the depot.

Q19: The noise assessment you have done is from within the shed and out, you are building a 280metre acoustic mirror directed at my house. No assessment has been done.

Ans: I have been told that it has been done; I am not a noise expert but will take your details and let you have the information.

Q20: Jennifer Bell: What will the impact on Hampden Road be? What is plan B?

Ans: Hamden Road is the main access into the existing depot which provides the main vehicular access into the site.

In relation to Plan B, we have categorically stated that this is the site and we have prepared the application with that regard. If the Council turns us down we will go to appeal, it is what we have to do.

Q21: Burghley Road Association – You do not know the cost of this development how can you then tell us two months ago that you cannot widen the footpath under the bridge because you cannot afford it, how do you know?

Ans: We do know the expected cost of the depot; it is commercially confidential that we are not able to tell you the cost. Urban Realm

improvements under Turnpike Lane footbridge. We have not done a detailed scheme as it is not part of our application; it has to come forward as part of the s106. We will talk to the Council about what is acceptable.

Q22: Why do you think it is appropriate to put the lighting east of the railway line to the Heartlands that is meant to be built on for affordable housing. We do not want all those lights.

Ans: We have put the lights to the east because that is where the developments are as there is no reason to light the other parts. We are aware of the potential impact on Clarendon Square and the existing local community. The lighting is being designed in such a way as set out in the application and the details will come forward for the Councils approval.

Q23: No windows and no doors how do you get in and out?

Ans: The train get in via the doors allocated on the drawings.

Q24: Gatekeepers Lodge resident: I have not received any notification of this meeting and about the consultation; I have not had a chance to send in my objection?

Ans: Paul Smith said that we will check our records, it may be we do not have the addresses listed on the Gazetteer and we will link you with the people dealing with the consultation and get something out to you as there is enough time to send in your comments and learn more about the scheme.

Q25: Level of noise will not increase; can you clarify whether the frequency of the noise will increase? I currently hear the trains sidling at midnight it is low level. In winter it is okay but in the summer when my window is open it is a concern. Is the noise going to continue throughout the entire night?

Ans: There is an existing pattern of noises, some relates to the Great Eastern and Great Northern wash on the west side of the railway formation. Our application doesn't affect the trains, no substitution, no increase or decrease. There will be more trains going to the depot at during the night. They will go through the Turnpike Lane Road Bridge.

Q26: Bridge Build over Turnpike Lane, how long will it take? Will it affect local traffic?

Ans: We don't have the detailed construction programme; it will be a significant piece of work and needs to be agreed with the Councils and Highways Authority. It would require road closure for about 2 days.

Q27: What concerns me is that you say you have a plan A which is to stay here, plan B to appeal and you don't have a plan C? You have got to have another option?

Ans: We have given you the facts; It is fact that the Thames Link programme is funded by the public purse of 6 billion pounds to 2018. We are answering your questions factually. This is a very pressurised very valuable nationally strategic realm. We are not making excuses or assumptions about the planning process.

Please be assured we are here to answer your questions as truly and factually as we can this evening.

Q28: Why does the depot need to be so much taller than a railway carriage?

Ans: The way that the modern depot operates, there are a number of components, on the roof of the trains there will be air condition units, electronic cases those are lifted off the trains using an overhead crane, so the space above the buildings has a crane to operate above the overhead train.

Q29: Statement: I represent the staff at Hornsey Station – We have lost 120 jobs. It is important for us who have families to know what is happening; we have 200 people on that site. I worked there for 40 years and we are stake holders. A third comes from Tottenham area for jobs. This borough has the third highest unemployment in the country. Even one job is important if it goes to someone in Haringey. I hope the Council understands that I and the other 200 people need a job.

Ans: The worst case scenario is a small number of jobs come to Haringey; the best case scenario is that a significant number of jobs come to Haringey. We are working very hard to make this the best case scenario for this community.

Q30: Simon Fedida: The site to the North to Penstock Path to be used as a car park for construction, how long will that be used for that and what will the use be afterwards?

Ans: The assumption is that it will be used for the full length of the construction programme which may be 24 months or so. We will not be removing any of the trees, and afterwards it will return to its current use of railway operational use by Network Rail.

Q31: Simon Fedida: In your Environmental Assessment on light pollution campaign for dark skies, you give the impression that they have been signed off.

Ans: No, I said we have prepared it in accordance with their guidance.

Simon Fedida: Statement: So we do don't know if you are compliant with what the recommendation are.

Q32: Noise assessment : The noise floor is 10db below background, You have chosen 5db, What are you going to tell people in Wightman road that several properties doesn't have any margin at all of noise beneath their floor.

Ans: We have assessed the noise levels, there are 21 noise sensors in each of these rows, we have assessed the rating level projected at that sensor, some on ground floor levels and first floor levels and we have identified the background noise level is and all of them are substantially below. The noise from stationary sources will not be any louder than the current levels.

Q33: At the consultation in January it was acknowledge by Arups staff that noise was big issue and this evening we do not have any body to answer specific questions about noise because the people here are not experts in noise

and cannot answer our questions. What will Arup and Network Rail going to do to address that?

Ans: We will respond in writing to your questions, it is the best thing we can do. We have the Residents Association have set out a detail position in their letter; we can respond to that, we can respond on the train frequency. I can give you my email address and you can email your questions and I will be happy to get answers to you from the experts.

Q34: Other sites, have you looked at buying more land next to the sites to give you wants you are looking for?

Ans: We concentrated on railway land, the Government policy is to re- use existing railway land where possible and also timescale of the programme and the decision was made that it was not possible to find a green field and a non railway site into the railway estate.

5. Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

Appendix 4

Design Panel Report



Haringey Design Panel no. 25

Thursday 20th January 2011

ATTENDANCE

Panel

Chris Mason
Gordon Forbes
Peter Sanders
Stephen Davy
Tim Hagyard
Paul Simms

Observers

Richard Truscott (Facilitator) Haringey Council
Mortimer MacSweeney Haringey Council
Stefan Krupski Haringey Council

The following schemes were considered by the Panel:

1) Presentation of proposals for Thameslink Depot at Hornsey

James Lough Planning Consultant, Arup
Fred Deacon Architect, Arup

2) Presentation of proposals for Highgate Synagogue, North Road

Teva Hesse Architect
Harald Brekke Architect

After discussion of the schemes -

Draft Sustainable Design and Construction SPD:

After the presentations and panel discussions on the two schemes, Haringey officers presented the draft Sustainable Design and Construction Supplementary Planning Document (SPD). The public consultation was currently going on, but was due to finish just over a week after the panel. However Haringey officers confirmed that responses received only a few days after the end of the official consultation would still be considered valid. After a short discussion of the document and the design guidance contained, all the panel members took detailed response forms and agreed to provide comments and suggestions.

1) Presentation of proposals for Thameslink Depot at Hornsey and questions

James Lough of Arup presented the planning background of the proposal for a depot for Thameslink trains alongside the East Coast Main Line on railway operational land to the north and south of Hornsey Station. This major infrastructure investment will transform the Thameslink and Great Northern routes by providing a modern fleet of more frequent and longer trains, requires two depots; the larger one is now proposed to be south of London, but the second needs to be north of central London and Hornsey has been identified by Network Rail as the only viable site.

The proposal includes a large area of re-laid existing “stabling” sidings with train washing and other small structures between the main line and the existing depot south of Hornsey Station and, pertinently to the panel remit, an enclosed maintenance depot building on the currently unused “Coronation Sidings” north of both Hornsey Station and the bridge over Turnpike Lane.

Fred Deacon of Arup then presented a detailed architectural description of the maintenance depot building. The exacting technical requirements of the shed which will be a 24/7 working facility include 3 tracks with cranes above and maintenance pits beneath. The depot building (which measures 280m long, 40m wide, and 11m high) has been engineered as tight as possible, has been reduced to the minimum volume possible and is smaller than the original size and form proposed. Kalzip standing seam aluminium cladding with a pattern of Kalwall translucent panels will wrap over both roof and walls with radiused bends.

Other small scale free standing accommodation within the site will be similarly detailed (e.g. the train washers and the under frame cleaning facility). Arup showed the location of the existing access road from Hampden Road at Hornsey Station and pedestrian access from Turnpike Lane and north of the site, leading to modest staff parking areas and a full height glazed main entrance emblazoned with 5m high branding lettering. They also outlined their initial proposed Section 106 contributions for public realm and access improvements.

Panel Observations

Environment and Sustainability

1. Noise control will be very important in this proposal as there are residential neighbours close by in the New River Estate to the west and could be even closer to the east on potential development land there. During the questions Arup had stated that the existing depot had a good record at minimising working noise, which the Thameslink Depot Project intend to continue, and the depot building will enclose much noise and be acoustically insulated.
2. Artificial Light Spillage from the building and site needs to be carefully investigated to minimise its effect on surrounding areas, and demonstrated. During questions Arup explained that Kalwall is a diffusing material that while it lets in good daylight, aiding the building to minimise its energy use, does not let out much artificial light. They also pointed out that the existing Coronation sidings had large floodlights, which had not been used for a few years but were still operational, but these would be replaced with much lower and less light spilling external lights.
3. Although there would be some air movement within the building from the open ends when trains enter or leave, the sheer length means some cross ventilation would be

needed and desirable. However the elevations seem to make no provision for this or the noise suppression that would need to accompany it.

4. The depot could potentially make significant contributions to low carbon heat and electricity generation from photo-voltaic panels on the roof and from ground source heat pumps under the extensive area of the site, but these were not shown in the proposal.

Cladding and Fenestration

5. The seemingly random pattern of areas of Kalwall translucent glazing on both the roof and walls was the main aspect of concern to most members of the panel. There was concern that it was arbitrary rather than derived from real functional requirements, and the panel considered the clean elegant form, especially in long views including from Alexandra Palace on a hill above, would be best enhanced with simple continuous roof lights and windows, more reminiscent of the Sainsbury Centre, Norwich.
6. Although the glazed entrance element was not a concern itself, there was considerable concern at the large “THAMESLINK” lettering proposed; both for its size per se, concern that it would have to be regularly changed as corporate branding was changed, and that it was inappropriate facing away from the railway, “inland” towards the area intended to be developed. The panel agreed it would be completely unacceptable to have large, bright, garish or illuminated signage applied to any part of the building.

Form and Massing

7. The overall form of the proposal as a clean, continuous linear tube is potentially elegant. However the relationship of the east side to potential adjoining residential developments could probably be improved by introducing more variation of building edge or angle of cladding, to reduce its apparent size when viewed from nearby.
8. It was suggested that the east sloping mono-pitch be flipped to slope west. This could slightly reduce light spillage to the east. However the proposed roof pitch is only 2.5°, so the difference would be small.
9. Another suggestion to improve it by reducing its impact was for the whole building to be lowered more into the embankment. This might be only technically possible to a limited degree but should be tested.

Consensus and Conclusions

10. The panel welcomed the suggested public realm improvements being considered as potential section 106 contributions.
11. The panel requested verified views from around the site, especially from the terrace in front of Alexandra Palace.
12. Otherwise, and notwithstanding the detailed design concerns, especially the pattern of cladding, the panel broadly welcomed the proposal in principle, but stressed their desire it be kept **simple** and **elegant**.

2) Presentation of proposals for Highgate Synagogue, North Road and questions

Confidential until used in Planning Committee.

APPENDIX 5
HEADS OF TERMS FORS106 LEGAL AGREEMENT

The Parties:

- Network Rail (NR)
- Haringey Council (Council)

The Site: Coronation Sidings, Wood Green/Hornsey

Legal Effect: s106 Town & Country Planning Act 1990 (as amended)
s278 Highways Act 1980

1 Planning Permission

This agreement is conditional upon the grant of planning permission under reference no. HGY/2011/0612 for:

Construction of rolling stock maintenance depot and associated works including main depot building, office and storage space; track and sidings; underframe cleaning facility and plant room; two train washers and plant rooms; waste compactors; partial rebuilding of Hornsey Station footbridge; two shunters cabins; bridge widenings over the New River and Turnpike Lane; associated works including engineering, signalling, electrification and other operational works and equipment for the railway; hard surfacing and new internal site access road; landscaping; fences; car, motorcycle and bicycle parking; construction of retaining walls; temporary construction haul bridge and use of land as a temporary construction compound ('the Development').

2 Heads of Terms

2.1 The provisions set out below form the principal Heads of Terms of the proposed legal agreement under s106 of the Town and Country Planning Act 1990 relating to the Development. The principal obligations will cover:

Sustainability:

2.2 From the Occupation of the Development, NR agree to use and maintain the biomass boiler for the lifetime of the Development unless it is replaced by a future connection to a District Energy Hub or such other source of energy supply approved in writing by the Council.

2.3 From the Occupation of the Development NR undertake to test the emissions from the biomass boiler at full load twice annually using a flue gas analyser (once during the heating season and again after the summer service is completed) and to send the results to the Council together with records of all fuels consumed and relevant compliance certificates. If the emissions are above:

NO_x = 150mg/m³ (13% oxygen, 273K, 0% water, 101.3 kPa)

PM₁₀ = 45 mg/m³ (13% oxygen, 273K, 0% water, 101.3 kPa)

NR will take immediate and reasonably practicable steps to secure a reduction in emissions to at most those stated concentrations and emission rates. NR to confirm to the Council the measures it has taken and re-submit new emissions test data to demonstrate the effectiveness of the measures.

Transport and access improvements (s278 works in part):

- 2.4 NR to pay £50,000 to the Council for street lighting improvements underneath and in the vicinity of the widened railway bridge at Turnpike Lane including a lower arm backlight to the lighting column outside the proposed pedestrian/cycle access off Turnpike Lane. Payment to be made on the start of development.
- 2.5 NR to pay £255,000 to the Council for a comprehensive scheme to improve conditions for pedestrians/cyclists on Turnpike Lane underneath and close to the widened bridge and an amended layout to the Hornsey Lane/Turnpike Lane junction to enhance pedestrian safety and amenity. Payment to be made on the start of development.
- 2.6 With the development generating increased traffic flows in the area, NR will pay £90,000 to the Council for lighting and footway surfacing improvements extending 30m. north and south of the Hampden Road/Wightman Road junction, for junction entry treatment improvements at that junction and/or for lighting, footway &/or carriageway improvements on the unadopted section of Hampden Road east of and including the bridge section over New River as may be agreed by the Council with third party owners. Payment to be made on the start of development.
- 2.7 With the development generating increased traffic flows in the area, prior to the start of development NR will design and submit to the Council for agreement an improvement scheme (which shall not be required to cost more than £100,000) that NR will implement for the lighting and footways along the unadopted highway of Hampden Road (west of the New River bridge as owned by NR) to promote pedestrian safety. NR will submit the scheme to the Council within 12 months of the start of construction of the Development and will undertake and complete the approved works prior to occupation of the Development. .
- 2.8 NR to use all reasonable endeavours to keep open for public use the pedestrian footbridge from Hampden Road to Tottenham Lane/Hornsey Station provided that this obligation shall not in any way restrict or prevent NR from closing (including temporarily) and/or removing the footbridge for any reason where such reason relates to (i) the safety, repair, maintenance, improvement, redevelopment or reconstruction of the footbridge or any other rail facilities; or (ii) the operational requirements or purposes of NR, the users of the railway, or the rail regulators and further provided that such route shall not constitute a public right of way and NR shall be entitled to take any actions it considers necessary to prevent any such right occurring.
- 2.9 To support the travel mode targets in the Transport Assessment, within 12 months of the start of development, NR to submit to the Council for agreement a plan, programme and estimated cost of improvement works to Hornsey Station to

enhance rail passenger convenience and comfort. These works may include works to the Station entrance, booking hall, stairs and platforms. The cost of these works shall not be required to exceed £100,000. The works shall be completed prior to occupation of the Development.

- 2.10 Prior to the start of development, NR to pay £40,000 to the Council for lighting improvements along the Penstock Path including under the temporary bridge to be constructed as part of the development.

Environmental improvements in the vicinity of the Development

- 2.11 NR to procure the removal of all of the advertisement hoardings erected on its land adjacent to the rail bridge over Turnpike Lane (ie. NR owns 9 of the 12 hoardings in this vicinity as marked on a plan to be attached to the agreement) within 6 months of the start of development.
- 2.12 Subject to para. 2.13, within 6 months of the start of development NR will submit to the Council for approval a mixed deciduous and evergreen planting and landscaping scheme (to an estimated cost (including any delivery, maintenance contributions and associated costs) that shall not be required to exceed £309,000) for third party land on the west side of the rail lines in the vicinity of New River Village (along a length of approximately 540m. as shown on a plan to be attached to the agreement) to provide some visual screening of the Development. Subject to agreement with the third party landowners (which will be pursued with reasonable endeavours by NR), NR to implement the agreed planting scheme in the first planting season following approval by the Council and agreement by the third party landowners.
- 2.13 In the event that one or more of the third party landowners do not agree to the planting scheme on their land, NR shall undertake the planting on the land for which agreement has been granted (if any) and will notify the Council of the proportionate cost of that work and pay the balance of any unspent funds up to £309,000 to the Council for it to undertake planting, landscaping &/or environmental improvement works in the general area surrounding the Development in accordance with a scheme to be agreed between NR and the Council. If none of the third party landowners give consent for the planting on their land, NR will pay the full £309,000 to the Council for it to undertake planting, landscaping &/or environmental improvement works in the general area surrounding the Development.
- 2.14 NR to prepare a scheme (to an estimated cost that shall not be required to exceed £50,000) to improve the appearance of the wall surfaces along the full length of the Turnpike Lane tunnel (to be lengthened as part of the Development) for submission to the Council for approval within 12 months of the start of development. These works may include painting of the walls, architectural lighting, wall art or any other measures as may be agreed (consistent with promoting highway & pedestrian safety). Subject to Council approval, NR to implement and complete such improvements prior to the occupation of the Development.

Employment skills training, local labour and apprenticeships:

- 2.15 NR to pay £50,000 a year to the Council for 4 years starting at the commencement of construction of the development to fund a programme (which may be an extension of an existing programme(s)) of employment skills training targeted to local people.
- 2.16 Prior to the occupation of the development NR to use reasonable endeavours to employ or procure the employment of 2 apprentices at any one time for work in the new depot (for the lifetime of the depot's use) targeted to persons who for a period of at least 6 months immediately prior to the offer of an apprenticeship place have been resident in the London Borough of Haringey.
- 2.17 NR to use reasonable endeavours to procure that construction and engineering contractors & sub-contractors engaged to build the development will employ 20% of the employees on site who are resident in north London (defined as the boroughs of Haringey, Enfield, Barnet, Camden, Islington, Hackney and Waltham Forest).
- 2.18 NR will use reasonable endeavours to achieve via contractors and sub-contractors a target of 4 apprenticeships to be offered to Haringey residents in construction & related skills during the period of construction of the Development (with liaison with the College of Haringey Enfield and North-East London).

Reinstatement & Maintenance of Landscaping and Open Space:

- 2.19 NR to ensure that the landscaping/ecological enhancement works on the east side of the site are completed no later than the first planting season following first occupation of the depot building.
- 2.20 Within 6 months of completion of the landscaping works on the land on the east side of the depot building (plan outlining this part of the site to be attached to the agreement), NR to use reasonable endeavours to offer to grant to National Grid Property or its successor in title (as the main landowner of the proposed Clarendon Square residential development scheme adjoining that land) a management agreement/arrangement of that land on the east side of the depot building for no less than 25 years. The terms of that management agreement/arrangement, including management and maintenance standards, are to be agreed between the parties and National Grid Property but, for the avoidance of doubt, they will not include the requirement for any rental payment to NR and will provide, as necessary, for NR access to and use of that land for operational or safety requirements (as NR may reasonably require). Network Rail to maintain full maintenance responsibility to a standard to be agreed with the Council if National Grid Property decides not to take up the offer of a management agreement.

Site Management

- 2.21 No later than 18 months from the start of construction of the Development, NR will prepare and submit to the Council for approval a Site Management Plan in respect of the Coronation Sidings site which will include provisions for:
- maintenance of landscaping and planting on site (west and east)

- measures to ensure the control of noise and light emissions from the maintenance shed to avoid disturbance to existing residents and new residents in the planned development at Clarendon Square
- measures to ensure the control of access to and use of site car parks at night to avoid disturbance to local residents (both existing residents and new residents in the planned development at Clarendon Square)
- enforcing a 10mph on-site vehicle speed limit
- ensuring no vehicle deliveries of materials or supplies are made to the site outside the hours of 6am – 10pm weekdays and Saturdays or outside the hours of 10am – 4pm on Sundays or Bank Holidays (save in exceptional circumstances for any deliveries that are required and necessary to enable the safe and efficient operation of the railway depot)
- ensuring safe pedestrian access to the Depot building during the day and at night
- controlling the use of outside areas by staff at night to avoid disturbance to existing residents and new residents of the planned development at Clarendon Square (save for any use of outside areas by operational staff that is reasonably required and necessary to enable the safe and efficient operation of the railway depot)
- measures to ensure the control and maintenance of site lighting to avoid disturbance to existing residents and new residents in the planned development at Clarendon Square
- Distribution of information leaflets, maintenance of information website and employment of named liaison officer to provide information to local residents and landowners and to be point of contact to resolve issues/complaints.

2.22 Network Rail to commit to require all on-site construction contractors to comply with the Considerate Constructors Scheme.

2.23 NR to install, operate and manage an on-site CCTV system in accordance with Drawing [].

Area Planning and Improvements:

2.24 Within 12 months of the start of development, NR to supply to the Council a technical report providing a comprehensive structural investigation of the bridge over the Penstock Footpath including a full assessment of water penetration through the structure or adjoining land resulting in water flowing/dripping onto the Penstock Footpath. Subject to obtaining all necessary consents, NR to undertake repair/remedial works (which shall not be required to exceed £100,000) to reduce the impact of water drips onto pedestrians/cyclists using the Penstock Footpath tunnel or reduce the causes any undue surface water on the foot/cycle path.

2.25 Prior to occupation of the Development, NR to pay £80,000 to the Council to contribute to the next phase of master planning for the wider regeneration area of Haringey Heartlands and Wood Green.

General

2.26 All funding contributions to be index-linked to the All Items Retail Prices Index from the date of the agreement.

2.27 At the start of development, NR to pay £20,000 to the Council to assist the monitoring of this s106 agreement.

2.28 NR to pay the Council's legal costs on completion of the agreement.