

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2012/1687	Ward: Tottenham Hale
Date received: 30 August 2012	
<p>Address: Former GLS Depot, Ferry Lane, Tottenham N17 ('Hale Village')</p> <p>Proposal: Reserved matters application for the use of the ground floor and mezzanine level within Block C1 as a Renal Unit (Use Class D1) comprising a total floor area of 2128 sq.m (GEA) including the enlargement of the mezzanine floor (approved under reserved matters application HGY/2009/0246) to create an additional 612 sq.m (GEA) of floorspace, installation of a new ground floor facade, alterations to the basement car parking layout beneath Block C and installation of plant within the basement beneath Block C. Discharge of Conditions 1, 5, 6, 7, 11, 12, 15, 41 and 42 attached to the outline consent.</p> <p>Existing Use: Vacant ground floor & mezzanine unit (with occupied residential flats above which are not part of this application)</p> <p>Proposed Use: Healthcare use as a Kidney Care Centre (Use Class D1)</p> <p>Applicant/Owner: Royal Free London NHS Foundation Trust & Hale Village Properties LLP</p>	

DOCUMENTS
Title
Planning Statement August 2012
Design & Access Statement August 2012
Sustainability Statement August 2012
Transport Statement August 2012

PLANS		
Plan Number	Rev.	Plan Title
PL 001	A	Site Location Block Plan
PL 002	A	Proposed Ground Floor Plan
PL 003	A	Proposed First Floor Plan Mezzanine Level
PL 004	A	Proposed Basement Floor Plan
PL 009	A	Proposed South Elevation
PL 010	B	Proposed East Elevation
PL 011	B	Proposed West Elevation
PL 012	A	Proposed North Sectional Elevation
PL 013	/	Proposed Detailed Elevation Section

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PLANNING DESIGNATIONS:

Unitary Development Plan 2006:

- Tottenham Hale Urban Centre Masterplan Area
- Defined Employment Area
- Area of Archaeological Importance

RECOMMENDATION:

APPROVE RESERVED MATTERS subject to conditions

SUMMARY OF REPORT:

Although submitted as a reserved matters application for procedural reasons, this application is effectively to allow a change of use for the whole of the ground floor (also with an extended mezzanine floor) of Block C1 at Hale Village for healthcare use as a Kidney Care Centre.

The existing consented use of this vacant ground floor space, which has just been constructed, is for part of it (600sqm.) to be used as a health centre (the same use class as is now proposed) and the remainder (1,100sqm.) to be in retail use. This application seeks to extend the consented healthcare use into what has previously been consented as retail space. With the proposed extension to the consented mezzanine floor, the application floorspace now covers 2,128sqm. The proposed extended mezzanine will cover approximately two-thirds of the ground floor plan.

The Kidney Care Centre, to be operated by the Royal Free London NHS Foundation Trust, will provide care capacity in Tottenham where there is a substantial need for an additional kidney treatment facility. Currently most patients travel to facilities within Camden and some to the North Middlesex Hospital which is much less accessible by public transport. Indeed, the application site's very good accessibility is stated as the key reason for its selection by the Royal Free NHS Foundation Trust.

The Centre will provide a range of patient care including renal dialysis and outpatient treatment.

Two of the issues raised by this application are the loss of potential retail floorspace and the length of building façade that will have opaque windows at ground floor level because of the need to protect patient privacy.

Although the proposed development does depart from the approved masterplan for Hale Village in terms of the reduction in potential retail space, it is considered that the healthcare need for the facility outweighs this. There is still potential to create additional retail space on a more visible frontage within Hale Village on a plot (Block SW) that has still to be developed (and that still requires planning permission).

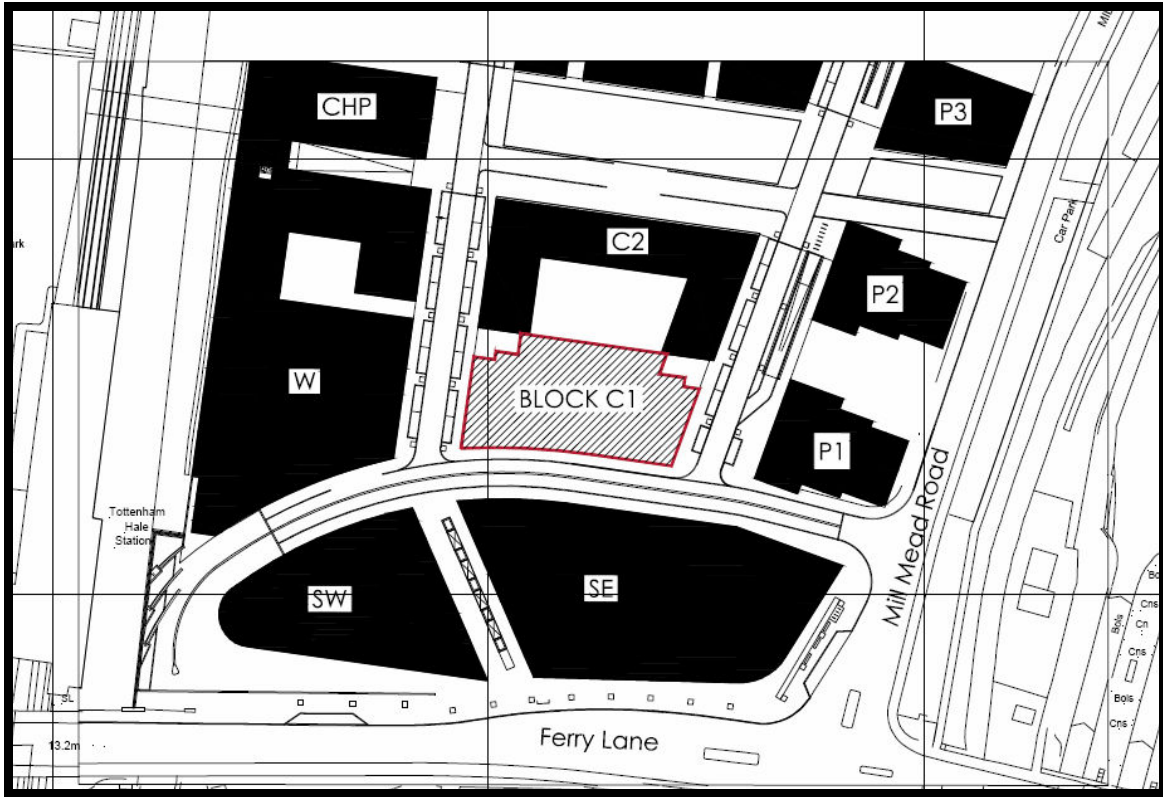
The proposed development complies with local and regional planning policies that seek to ensure development is sustainable, supports economic growth, is of high design quality and has no harmful impact on amenity.

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

It is considered that the scheme is consistent with planning policy and is appropriate to the continuing development of Hale Village. Subject to appropriate conditions it is recommended that this reserved matters application be approved.

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1.0 SITE PLAN



2.0 IMAGES



Street

Waterside W

South Elevation



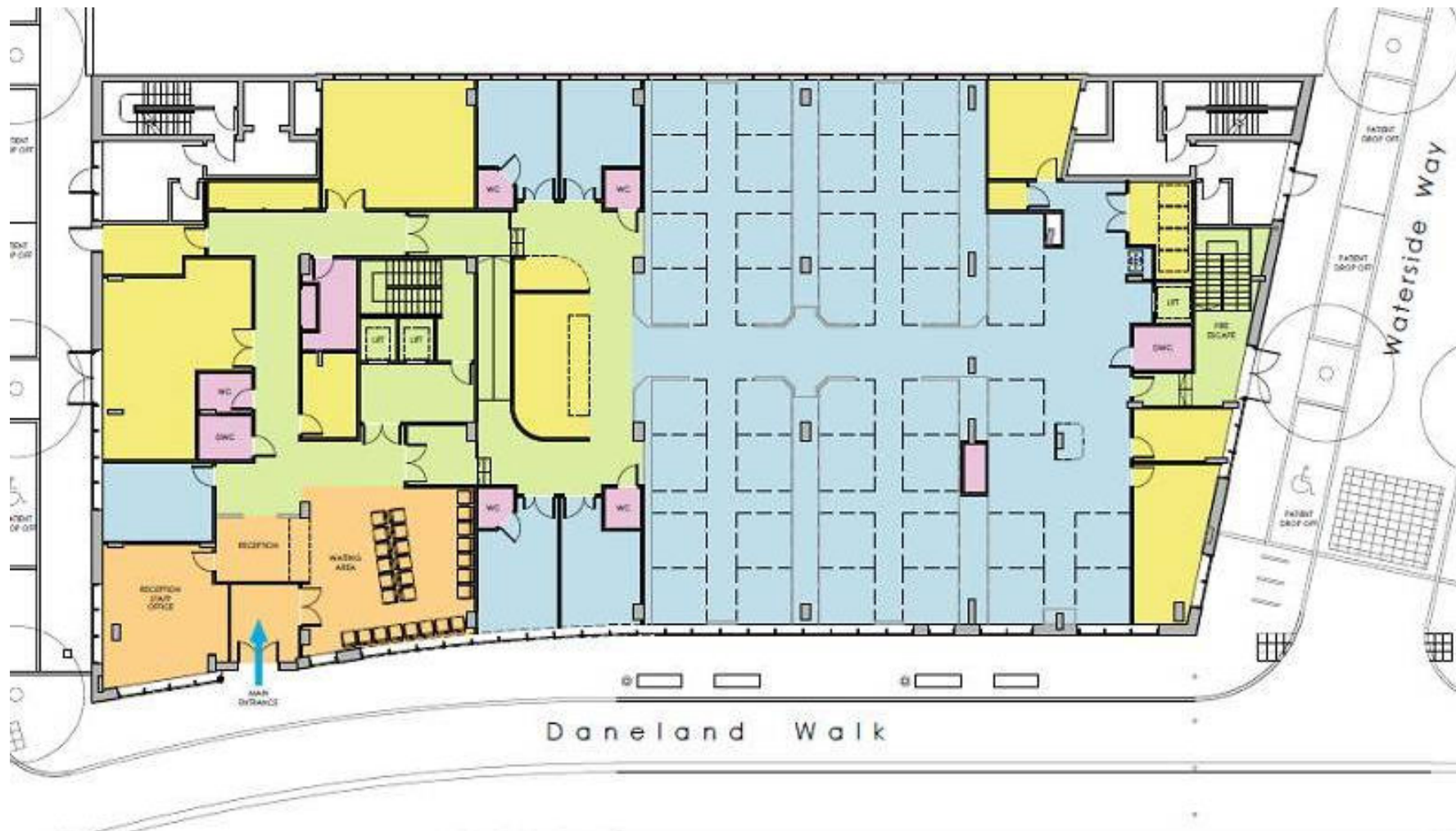
West Elevation



East Elevation



Basement Plan



Ground Floor Plan



Mezzanine Floor Plan

3.0 SITE AND SURROUNDINGS

- 3.1 Hale Village in Tottenham (on the former GLC Supplies Depot) lies just to the east of Tottenham Hale Station and bus interchange on the north side of Ferry Lane. Block C is one of 12 buildings that will ultimately complete Hale Village as a mixed use scheme including over 1,100 homes, student accommodation, retail & leisure space, offices and open space. 8 of those 12 buildings are currently built or under construction – 3 of the 4 blocks that remain to be built require planning permission under reserved matters.
- 3.2 Hale Village is bounded by the Liverpool St./Stansted railway line to the west, Millmead Road, the River Lee and Lee Valley Regional Park to the east, Ferry Lane and residential areas to the south and the Millmead/Lockwood Industrial Estate to the north. From the site plan in Section 2 of this report, it can be seen that Block C1 (the application site) is situated back from Ferry Lane with its southern frontage to a shared surface street (Daneland Walk). Lebus Street and Waterside Way form the vehicle and pedestrian access routes to the west and east respectively.
- 3.3 Block C (comprising C1 & C2 on the site plan – effectively one building) is a 5 and 7 storey block with 110 residential flats on the upper floors above the ground/mezzanine floor (the subject of this application).
- 3.4 To the west of Block C, Emily Bowes Court (Block W) provides student accommodation on the upper floors with a health and fitness club (soon to open) and a Tesco store (open) on the ground floor. To the east is Pavilion 1 (Crane Heights) which is a nearly completed block of residential flats. On the south side of Block C, on the other side of Daneland Walk, is the commercial office of Newlon Housing Trust on the lower floors with residential flats above in a 9 storey building. Daneland Walk (via Gateway Square) provides the main pedestrian entrance into Hale Village for people using the trains and buses at Tottenham Hale Station.

4.0 PLANNING HISTORY

- 4.1 Outline planning permission was originally granted for the Hale Village mixed use development including new homes, student accommodation, offices, retail & open space on 9 October 2007 linked to a s106 agreement. This permission was renewed on 29 March 2012 following the signing a new s106 agreement that changed the terms of the 2007 agreement taking into account viability issues given the major downturn in the housing and property market. The application reference numbers and descriptions are listed below:
- HGY/2010/1897 - Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems – GRANTED
 - HGY/2006/1177 - Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3),

student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4 ,A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems (outline application) – GRANTED

4.2 The outline planning permission (as renewed) contains a condition regarding the minimum amount of retail floorspace that should be provided in Hale Village. If this application is granted it will not be possible to meet that condition – this issue is assessed more fully in Section 8 of this report.

4.3 Appendix 3 lists the full planning history for Hale Village.

5.0 PROPOSED DEVELOPMENT

5.1 This application is to use the whole of the ground floor of Block C1 (the southern part of Block C) as a Kidney Care Centre. The application is also to treble the size of a consented mezzanine floor (adding 612sqm.) The Centre will be operated by the Royal Free London NHS Foundation Trust to provide care to patients needing renal dialysis and other kidney treatment.

5.2 The dialysis unit will be located on the ground floor and will consist of 43 dialysis stations and 4 isolation rooms for infectious patients of which 2 provide en suite facilities. The remainder of the ground floor comprises reception areas, waiting rooms, a staff room, servicing and storage facilities.

5.3 The mezzanine level contains a clinic with 9 consulting and examination rooms, staff areas, clinic and servicing facilities.

5.4 The Centre will be open for patients Monday to Saturday from 7am to midnight. An approximate total of 250 patients are likely to visit the Centre each day, with, on average, 125 patients a day using the dialysis unit (spanning three sessions during the day and evening) and another 125 patients a day are likely to visit the outpatients clinic (open from 8:30am to 5pm Monday to Friday).

5.5 The applicants estimate that between 20-40% of patients will arrive using public transport. 20-25% of patients are likely to use transport organised by the NHS Trust in cars and mini-buses bringing, on average, 3-4 patients per vehicle.

5.6 Approximately 52 members of staff will work at the Centre during the course of the day, working in shifts with a maximum of around 40 staff on duty at any one time. The applicants state that the majority of staff will travel to work by public transport, although 5 dedicated parking spaces will be provided for staff in the basement under Block C. Due to the late hours of working, some staff may arrive by public transport but be picked up in a car or taxi when they leave.

5.7 In addition to the 5 staff parking spaces, 15 spaces will be available for patient use in a basement car park. The car park is accessed off Jarrow Road to the south of Ferry Lane via a private roadway that passes underneath Ferry Lane. A lift will provide direct access into the proposed Care Centre. Seven cycle parking stands will be provided for staff and patients (though few patients are expected to travel by cycle due to their health).

5.8 There will be a patient drop-off area on Lebus Street and Waterside Way which are both privately-maintained, unadopted roads.

- 5.9 Pedestrian access to the Centre will be from Daneland Walk at the western end of the building closest to Tottenham Hale Station and opposite the new health and fitness club (soon to open) in Block W and the office entrance in Block SE.
- 5.10 The centre will be serviced both from the basement and from the street (either using loading bays on Lebus Street or accessing Daneland Walk via a controlled access). It is expected that there will be a daily average of two lorry deliveries (to the basement or street level), four van deliveries (at street level), two waste collections (to the basement) and two motorbike deliveries (at street level).
- 5.11 Refuse will be stored in the basement for general trade collection with a separate clinical waste collection by a private contractor. Waste will be collected every day.
- 5.12 With the entrance being at the western end of the building the reception area will have clear windows allowing views in from outside but the patient treatment zones in the middle and eastern part of the building will have opaque glazing to protect patient privacy. The applicants propose a design for those windows to improve their visual interest though there are no details of that as yet.
- 5.13 The windows on the northern facade of the Centre will also be primarily opaque glazed facing onto the private communal courtyard used by residents living in the upper floor flats in Block C.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant national, London and local planning policy, including:
- National Planning Policy Framework
 - National Planning Policy Statements
 - The London Plan 2011
 - Haringey Unitary Development Plan (Adopted 2006)
 - Haringey Supplementary Planning Guidance and Documents
 - Haringey Local Development Framework – Core Strategy and Proposals Map: *Haringey's draft Haringey Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28th June and an additional hearing was held 22 February 2012 to discuss subsequent amendments and the Sustainability Appraisal. Haringey carried out a 6 week consultation from 27th April to 13th June 2012 on how the recently published NPPF may affect the content of the Plan. Due to the advanced stage of preparation, some weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.*
 - Haringey Draft Development Management Policies: *The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. 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.*
 - Hale Village Design Code.
- 6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1 The Council has consulted widely on this proposal including statutory consultees, Council services, nearby residents in Hale Village and in the Ferry Lane area, Ward Councillors and NHS North Central London.

7.2 No objections have been received.

7.3 A list of consultees is provided below.

7.3.1 Internal Consultees

- Transportation
- Building Control
- Cleansing

7.3.2 External Consultees

- Sevens Sisters, Noel Park, Tottenham Green, Tottenham Hale Ward Councillors
- Thames Water
- Network Rail
- Transport for London
- London Underground
- Greater London Archaeological Advisory Service
- Metropolitan Police – Crime Prevention Officer
- Environment Agency
- Lee Valley Regional Park Authority
- London Fire Brigade – Fire Safety
- British Waterways
- THRASH
- Ferry Lane Action Group (FLAG)
- Ferry Lane Estate Residents Association
- Tottenham Hale Residents Association
- Tottenham Hale Stakeholders Group

7.3.3 Local Residents

- Residents of 685 properties were consulted

7.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any comments received will be reported verbally to the Sub-Committee.

Building Control Comments

7.5 This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to the Building Control Service.

Transportation Comments

7.6 Reserved matters application for the use of the ground floor and mezzanine level within Block C1 as a Renal Unit (Use Class D1) comprising a total floor area of 2128 sq.m (GEA) including the enlargement of mezzanine floor (approved under reserved matters application HGY/2009/0246) creating an additional 612 sq.m (GEA) of floorspace, installation of a new ground floor facade, alternations to the basement car parking layout beneath Block C and installation of plant within the basement beneath Block C. Discharge of Conditions 1, 5, 6, 7, 11, 12, 15, 41 and 42 attached to the outline consent. The outline planning application was an environmental impact assessment application and an environmental statement was submitted to the

planning authority at that time.

- 7.7 The proposed change of use is located in an area with a high public transport accessibility level and is within walking distance of Tottenham Hale transport interchange. The transport assessment completed for the approved outlined planning application included 1210 residential units, up to 700 student accommodation rooms, 5500sqm of retail, up to 3,200 sqm of office, 600sqm of health care, 5,300 sqm primary school, a 100 bed hotel, 600 sqm crèche, 800 car parking and 1625 cycle parking stands.
- 7.8 However, the outlined application has been amended by subsequent applications and once the whole of the development is delivered, the site will provide some 1151 residential units 59 less than approved; 1244 student accommodation units' 544 more than approved. 3406 sqm of office floor space, 206 sqm more than originally approved 890sqm community centre 4610 sqm less floor space than that originally approved and 600sqm crèche. The transport impacts of the proposed Renal Unit (Use class D1) were not assessed as part of the approved outlined planning application. The applicant has submitted a transport statement as part of this planning application. The proposed facility will operate in three shifts operating from 06:30 hours to 01:00 hours. Shift one will operate from 0:700 hours to 13:30 hours shift two will operate from 12:00 hours to 19:00 hours and shift three will operate from 17:30 hours to 001:00 hours. The proposed urinal unit is expected to accommodate a maximum of 274 patients per day and will operate from Monday to Saturday. The maximum number of staff that will be on site at any one time will be 40 staff. However only 5 car parking spaces will be allocated to staff hence the majority of staff will arrive by sustainable modes of transport.
- 7.9 The modal split is based on first principles using an existing Renal Unit; based on existing data some 40 to 50 percent of dialysis patients will arrive at the unit using patient transport which will accommodate 3-4 passengers per trip. 25% of dialysis patients will be car drivers, 5% as car passengers, the remaining 20% of dialysis patients will arrive by public transport.
- 7.10 The modal split for outpatients is different from that of dialysis patients, the majority of outpatients will arrive as car drivers with some 45% of outpatients arriving as car drive or car passengers the remaining 55% of patients will arrive by public transport. Using a maximum throughput of 274 patients per day the proposed facility will generate a total of 35 dialysis trips and 62 outpatient car trips per day.
- 7.11 We have assessed the operation of the proposed facility on the transportation and highways network during the peak highways operational hours between 08:00 and 09:00 and 17:00 and 18:00 hours. The facility will generate a maximum of 22 in/out trips in the critical AM peak hour and 41 in/out trips in the critical PM peak hour. We have considered that, the proposed additional trips generated in relation to the Renal Unit compared to that which will be generated by the entire amended development proposal as a whole would not result in any significant increase in the number of generated trips when compared to that assessed and approved as part of the approved outlined application. It is also to be noted that this development proposal is inline with the adopted UDP Policy M3 which states that; the Council requires developments with a high trip generation characteristics to be located where public transport accessibility is high and the location and building is design to encourages walking and cycling, so that all users regardless of disability, age or gender can use them safely and easy.

- 7.12 The applicant has proposed utilising 20 of the existing 30 approved car parking spaces in block C1, this will include 5 disabled parking spaces in the basement of Block C1; 15 of the proposed 20 spaces will be used for patients and 5 spaces will be used by staff, the car parking spaces are provided based on the operational requirements of the Renal unit and will be managed by the trust in accordance with the demand between the dialysis patients and outpatients.
- 7.13 The applicant has also proposed providing 6 patient drop-off spaces as per Drawing PL002. Three of the spaces will be located on Waterside Way and three on Lebus Street; we have therefore considered that the proposed Renal unit has sufficient on-site car parking space to service the operational requirements of this development. The applicant has proposed providing cycle storage area in the basement of Block C for the use of the staff of the development. However, the plan does not include the number of racks that will be provided. We will therefore require the developer to provide cycle parking in line with the 2011 London Plan as part of the workplace travel plan.
- 7.14 Delivery and servicing of the proposed development will generate an average of two 12m rigid vehicle movements, four daily van movements, two daily waste collection movements and several motorbike movements. Waste collection and saline delivery will be via the basement; other deliveries will be via Lebus Street. This level of delivery and servicing (8 to 10 trips) will not have any impact on the existing transport and highways network.
- 7.15 The applicant has proposed measures as part of this application to promote travel by sustainable modes of transport, the transportation and highways authority will however require these measures to be submitted as part of the full travel plan no later than 6 months after the development has been occupied.
- 7.16 We have therefore considered that the proposed renal unit will not result in any significant increase in generated trips or parking demand that will have any adverse impact on the transportation and highways network. Consequently, the transportation and highways authority would not object to this application subject to the following condition.

1) A residential travel plan must be secured by way of a condition. The following measure must be included in order to maximise the use of sustainable modes of transport.

a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Site Management Team to monitor the travel plan initiatives annually.

b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to all staff.

c) Adequate cycle provision is provided in line with the 2011 London Plan.

Reason: To promote travel by sustainable transport to and from the site and to reduce traffic and congestion on the transportation and highways network.

Informative

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

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- the loss of the potential for retail floorspace;
- the design of the ground floor façade with much opaque glazing and the impact this could have on the 'feel' of the street as a safe area;
- inclusive design and access
- hours of use and possible disturbance to nearby residents;
- transport and parking considerations;
- energy & sustainability

Loss of potential retail space

8.2 The earlier planning permission for the ground floor of Block C1 was for a 600sqm. health centre and 1,100sqm. for retail uses. The current application covers the whole ground floor of Block C1 leaving no space for any retail uses in this Block.

8.3 The original outline planning permission in 2007 for Hale Village (renewed in 2012 on the signing of the new s106 agreement) included two conditions (Nos. 25 & 26) that Hale Village should contain a mix of uses (up to a maximum floorspace) with a minimum retail floorspace of 2,500sqm.

8.4 If this application is granted then the total amount of retail floorspace that could be provided as envisaged in the consented outline masterplan (both in the existing retail unit (Tesco's 395sqm store) and Block SW which has yet to be built) will be a total of 1,402sqm. This is 1,098sqm. less than the minimum retail space as conditioned in the outline planning permission. Other potential retail space that has been built in Block W (Emily Bowes Court) has been developed (with planning permission) for a health and fitness club so Tesco is currently the only retail unit in the development.

8.5 The outline planning permission included the use of part of Block SW as a hotel but the developer, Hale Village Properties, is advising that it is now unlikely that a hotel will be viable on this site. A planning application may therefore be made in the future for Block SW to be wholly residential on the upper floors but this would create the potential for the ground and first floor space to be used for retail units – again subject to commercial viability. If that was to be the case then approximately 1,850sqm. could be retail space in Block SW (subject to planning permission) giving a total potential retail floorspace in Hale Village of 2,245sqm. – still short (by 255sqm.) of the minimum retail floorspace sought in the outline permission.

8.6 It has to be acknowledged that the provision of retail space, especially in the current economic climate, is difficult especially with Tottenham Hale Retail Park close to the site on the other side of Ferry Lane. The developer states that they have tried to secure retail interest in the units in Block C1 for some time without success. The location of those units does not have a main road frontage so would tend to be used mostly by Hale Village residents and visitors. Retailers are reluctant to open until there is a critical mass of potential customers and Hale Village is still being developed. The Tesco unit opened earlier this year.

8.7 By the end of this year, approximately half of the potential homes in the Village should be occupied. In addition, the new student block (Block NW2 with 524 student rooms) is about to be occupied with the start of the new academic year and two Pavilions with 140 open market homes are nearing completion. So the number of potential retail customers is increasing but not sufficiently quickly to attract new retailers.

8.8 The conditions on the outline planning permission seek to ensure a mix of uses to create a comprehensive, sustainable and vibrant development. This is still being achieved in Hale Village with the current mix of residential homes, student accommodation, office space, retail and leisure uses. The current application for a health use adds a further dimension although the original aspiration for a primary healthcare centre with GP services cannot be achieved due to decisions of the former Primary Care Trust.

8.9 A further point to consider is that the Kidney Care Centre will provide 52 jobs which is more than is likely to have been provided had the space become retail units as originally envisaged (c43 jobs).

8.10 It is considered therefore that the loss of potential retail floorspace is acceptable and that the overall Hale Village development is in accordance with the vision set out in the outline permission, the design code, the Tottenham Hale master plan and Policies AC2 and CW1 of the Unitary Development Plan 2006.

8.11 An informative has been added that advises the applicant that notwithstanding condition 26 of HGY/2010/1897, the Local Planning Authority accepts that it will now not be possible to achieve the minimum A1 Retail floorspace across the whole site. Consequently an application will need to be submitted in due course to vary this condition accordingly.

Design of the façade and safety

8.12 The proposals have been produced with due consideration to crime prevention and safety as set out in the Home Office document *Safer Places – the planning system and crime prevention* (2003).

8.13 However, considerable lengths of the south facade of this building will be obscure glazed providing no opportunity for passive surveillance of the central section of Daneland Walk at ground level from this building. Much of the north façade of the proposed Care Centre will also be obscure glazed but that is less of an issue as that overlooks the communal amenity area used by the residents of Block C so with non-residents not being able to look into that space helps make that amenity area more private for the residents. That area is overlooked though by the residential flats themselves.

8.14 With approximately 32m. of obscure glazing along the ground floor frontage to Daneland Walk (within an overall frontage of 50m.), it is a concern that the central section of Daneland Walk as public realm will not feel such a vibrant space and may not feel as safe as it otherwise might with a more active and overlooked frontage. Obviously the nature of the use as a health centre is such that there has to be privacy for the patients undergoing treatment – and most of the internal space is used as patient treatment areas or consulting rooms so internal re-arrangement is not possible to reduce the length of obscure glazing.

8.15 The Newlon office on the south side of Daneland Walk is part obscure glazed though it does provide some overlooking of the public realm also, the flats above the Kidney Care Centre and above the Newlon offices have windows and balconies that directly look down into Daneland Walk. There is also CCTV coverage of this area managed by the private estate management company and on-site management staff ...CHECK

- 8.16 Though by no means ideal, it is considered that the need for obscure glazing in most of the southern frontage is acceptable.
- 8.17 The entrance to the Centre from Daneland Walk at the western end of the building will have a canopy which will also wrap around the corner to Lebus Street. Solar shading on this southern elevation will be provided by louvres at both ground and first floor levels.
- 8.18 A planning condition is recommended to approve the details of this façade (and all facades) to seek the maximum visual interest, including possible artwork, along it without compromising patient privacy inside the building. Those details will need to reflect the approved Hale Village Design Code.

Inclusive design and access

- 8.19 UDP Policy UD3 “General Principles” and SPG 4 “Access for All – Mobility Standards” seek to ensure that there is access to and around the site for everyone. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users into consideration, including disabled and deaf people, older people, children and young people.
- 8.20 The proposed building is designed to provide inclusive access for those with impaired mobility. There will be a level entrance and lift access to the mezzanine floor (including to the ground and mezzanine levels from the basement car park). There will be level access within the building on each floor. Lifts are sized for wheelchair access and manoeuvring. Staircases and corridors will meet minimum required widths. Internal signage will be designed according to best practice.

Hours of use and impact on residential amenity

- 8.21 Staff will start to arrive at the Care Centre from 6.30am with three shifts during the day and into the late evening with staff leaving by approximately 1.00am. The first dialysis patients will arrive from 7.00am and there will be three treatment sessions during the day each lasting approximately 5 hours. The last group of dialysis patients will arrive between 5.30-7.00pm and leave the Centre between 10.30pm-00.30am. There will be about 42 dialysis patients treated in each session.
- 8.22 Visitors to the out-patients clinic will be spread over the day between 8.30am and 5.00pm.
- 8.23 Clearly there will be vehicle movements to pick up dialysis patients at the end of their treatment especially on Lebus Street closest to the Centre’s entrance, as well as staff being picked up in cars or taxis. This could create some noise for residents living on the 2nd. floor upwards above the Care Centre and possibly for students in Emily Bowes Court. However, the potential for significant disturbance, even at midnight, is considered low.

Transport and parking

- 8.24 National planning policy seeks to reduce the dependence on the private car in urban areas. This advice is also reflected in the London Plan. The transport impact of the proposed development has been assessed by the Council’s Transport and Highways Group. UDP and Draft LDF policies require that development proposals take into account the needs of public transport users, as well as pedestrians and cyclists.

- 8.25 The Kidney Care Centre is very close to the public transport hub of Tottenham Hale Station served by the LU Victoria Line, national train services as well as 5 bus routes linking to other parts of Tottenham as well as Wood Green, Enfield, Edmonton, Archway, Walthamstow and Ilford).
- 8.26 The Royal Free NHS Foundation Trust estimates that up to 40% of patients will use public transport. To cater for other patients who attend regular treatment sessions, the Trust offers dedicated patient transport in cars and mini-buses. They say that 3-4 patients would generally use each vehicle and they estimate, from their experience in operating other Kidney Care Centres, that 20%-25% of patients (particularly those having dialysis) will use this service. In those cases, the vehicle will drop patients off from the parking bays on either Lebus Street or Waterside Way and then the vehicle will leave. Vehicles will not park at Hale Village during the period of patient treatment (other than while waiting to pick patients up at the end of their treatment session).
- 8.27 20 parking spaces will be allocated to, and managed by, the Trust in the existing basement below Block C1. 10 spaces will be allocated to dialysis patients, 5 spaces for outpatients and 5 spaces for staff. Staff spaces will be allocated on a permit system according to need rather than seniority.
- 8.28 The hours of use of the Centre, with some dialysis patients not leaving the building until midnight and some staff not leaving until 1.00am., means that there will inevitably be a heavier use of cars and taxis by them at that time of night. The Trust provides taxis for staff leaving late at night as necessary. Any patients being picked up by a friend or relative in a car would be picked up from the parking bays on either Lebus Street or Waterside Way. These bays will be allocated to the Kidney Care Centre and managed by the on-site management staff employed by the site management company.
- 8.29 Some deliveries will be to the basement but some lorries, lighter vans and motorbikes will either use a loading bay on Lebus Street (using a service door on Lebus Street or will use Daneland Walk. Servicing times will be controlled as far as possible not to conflict with dialysis patient arrival and departure times. The number of service vehicle movements is low and will not cause any problems for the local highway network.
- 8.30 The Council's Transportation Team does not object to the proposal subject to the submission of a further travel plan.
- 8.31 The proposed access and parking arrangements are considered acceptable having regard to Policy UD3.
- Energy & sustainability**
- 8.32 The London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimising carbon dioxide emissions. The energy strategy for the development is based on the Mayor's 'lean, clean, green' energy hierarchy.
- 8.33 The Kidney Centre will endeavour to achieve BREEAM "excellent" in accordance with the BREEAM Healthcare 2008 recommendations and condition 41 of the Outline Planning Permission and will be connected to the site-wide heating scheme provided by the Energy Centre just north of Block W (Emily Bowes Court) That Energy Centre will also ultimately provide electrical power to buildings in Hale Village.

Reserved Matters - Conditions discharged

8.34 The application provides the design details of the ground floor of Block C1 and in doing so seeks to discharge the following conditions of the outline permission HGY/2010/1897:

- Condition 1: Reserved Matters
- Condition 5: Materials and detailed drawings
- Condition 6: Samples of Materials
- Condition 7: Secure by Design
- Condition 11: Design Statement
- Condition 15: Parking and Loading
- Condition 41: Sustainability
- Condition 42: Floorspace figures

8.35 Not all required details have been submitted to discharge the above conditions, however further conditions will be applied to secure details of:

- Design of the facades – (Condition 5)
- Samples of materials – (Condition 6)

9 HUMAN RIGHTS

9.1 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.

10 EQUALITIES

- 10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-
- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
- 10.3 The original outline permission considered the impact of the Hale Village development on the equality strands identified in equalities legislation in force at that time. It was considered that the development would result in positive equalities outcomes. Due to the relatively minor departure from the original vision the outline permission had for this site, a full Equalities Impact Assessment is not considered necessary.
- 10.4 The current proposal is not considered to result in significantly different outcomes for those sharing the protected characteristics under the Equality Act 2010. Kidney patients that will use this new Kidney Care Centre currently travel to sites that are either further away or less accessible by public transport. Research of patient needs

show a significant concentration of patients in Tottenham and Enfield so this new Centre is located to make their journeys easier than currently.

- 10.5 It is considered that the proposal would cause no adverse or unequal impacts on groups sharing the protected characteristics as defined under the Act.

11. SUMMARY AND CONCLUSION

- 11.1 The proposed Kidney Care Centre will meet a significant healthcare need and make transport access to treatment easier for many patients in Tottenham and Enfield which are the main areas of intended benefit. The proposal does raise issues regarding the level of retail provision in Hale Village, the vibrancy of the streetscene and hours of use but it is considered that they are not so significant as to adversely impact on, firstly, the amenity of nearby residents and, secondly, on the original vision for Hale Village as a sustainable community
- 11.2 It is considered that the scheme is consistent with planning policy and, subject to appropriate conditions, it is recommended that the reserved matters application be approved.

12 RECOMMENDATION

APPROVE RESERVED MATTERS subject to conditions as below and in accordance with the approved plans and documents as follows:

DOCUMENTS
Title
Planning Statement August 2012
Design & Access Statement August 2012
Transport Statement August 2012
Sustainability Statement August 2012

PLANS		
Plan Number	Rev.	Plan Title
PL 001	A	Site Location Block Plan
PL 002	A	Proposed Ground Floor Plan
PL 003	A	Proposed First Floor Plan Mezzanine Level
PL 004	A	Proposed Basement Floor Plan
PL 009	A	Proposed South Elevation
PL 010	B	Proposed East Elevation
PL 011	B	Proposed West Elevation
PL 012	A	Proposed North Sectional Elevation
PL 013	/	Proposed Detailed Elevation Section

CONDITIONS:

TIME LIMIT

- The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

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

DRAWINGS

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

- 01MP001 Revision B - Basement Plan
- 01MP003 Revision B - Ground Level Plan Land Uses
- 01MP004 Revision B - First Floor Level Land uses
- 01MP005 Revision B - Second and Third Level Plan Land Uses
- 01MP006 Revision B - Fourth and Fifth Level Plan Land Uses
- 01MP007 Revision B - Sixth and Seventh Level Plan Land Uses
- 01MP008 Revision B - Eighth/Tenth Level Plan Land Uses
- 01MP009 Revision B - 11th - 17th Level Plan Land uses
- 01MP010 Revision B - Heights Plan
- 01MP011 Revision B - Red Line Boundary
- 01MP012 Revision B - Site Phasing
- 01MP013 Revision B - Site Access
- 01MP014 Revision B - Public Realm
- 01MP015 Revision B - Topographical Plan
- 01MP016 Revision B - Block Storeys

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

MATERIALS

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

4. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out other than in accordance with the approved details.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

5. Notwithstanding the details of the elevations referred to in the application, a scheme for the design of the facades including window design, glazing and possible artwork shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sufficient level of visual interest to the building facades in the interest of good design in accordance with Policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

SIGNAGE

- 6. The applicant shall submit a fully detailed design strategy for any signage to be displayed on any part of the development.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

CYCLE PARKING

- 8. Provision for 7 secure cycle parking spaces shall be made within the scheme and permanently retained thereafter to the satisfaction of the Local Planning Authority.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

MECHANICAL PLANT

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

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

DELIVERY AND SERVICE PLAN

- 10. A delivery and servicing plan shall be provided for the development no later than 2 months before first occupation. The servicing and delivery plan should:**

- a) programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network**
- b) set out details of refuse collection arrangements**
- c) demonstrate taxi drop-off and pick-up arrangements.**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

TRAVEL PLAN

- 11. A Travel Plan shall be submitted to the local planning authority including surveys of travel patterns to the development in use and demonstrating the promotion of use by sustainable transport modes. The developer must appoint a travel plan co-ordinator, working in collaboration with the Site Management Team to monitor the travel plan initiatives annually as well as provide welcome induction packs containing public transport and cycling/walking information such as available bus/rail/tube services, map and time-tables, to all staff.**

Reason: To promote travel by sustainable modes of transport to and from the proposed development.

DISABLED PARKING

- 12. Users of the development shall have access to a minimum of 5 disabled parking spaces in the basement parking area beneath Block C1.**

Reason: To ensure that persons with a disability will have access to parking

INFORMATIVES:

- A: Notwithstanding condition 26 of HGY/2010/1897, the Local Planning Authority accepts that it will now not be possible to achieve the minimum A1 Retail floorspace across the whole site. Consequently an application will need to be submitted in due course to vary this condition accordingly.

- B: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree.

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

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 a high quality environment and regeneration through the provision of appropriate healthcare and other community infrastructure.

- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site constraints.

- 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, G2 'Development and Urban Design', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', AC2 'Tottenham International', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M10 'Parking for Development', , ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', 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' and CW1 'New Community/Health Facilities'.

13.0 APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Planning Policies

Appendix 3: Planning History

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	LBH Transportation	<p>Reserved matters application for the use of the ground floor and mezzanine level within Block C1 as a Renal Unit (Use Class D1) comprising a total floor area of 2128 sq.m (GEA) including the enlargement of mezzanine floor (approved under reserved matters application HGY/2009/0246) creating an additional 612 sq.m (GEA) of floorspace, installation of a new ground floor facade, alternations to the basement car parking layout beneath Block C and installation of plant within the basement beneath Block C. Discharge of Conditions 1, 5, 6, 7, 11, 12, 15, 41 and 42 attached to the outline consent. The outline planning application was an environmental impact assessment application and an environmental statement was submitted to the planning authority at that time.</p> <p>The proposed change of use is located in an area with a high public transport accessibility level and is within walking distance of Tottenham Hale transport interchange. The transport assessment completed for the approved outlined planning application included 1210 residential units, up to 700 student accommodation rooms, 5500sqm of retail, up to 3,200 sqm of office, 600sqm of health care, 5,300 sqm primary school, a 100 bed hotel, 600 sqm crèche, 800 car parking and 1625 cycle parking stands.</p> <p>However, the outlined application has been amended by subsequent applications and once the whole of the development is delivered, the site will provide some 1151 residential units 59 less that approved; 1244 student accommodation units' 544 more that approved. 3406 sqm of office floor space, 206 sqm more than originally approved 890sqm community centre 4610 sqm less floor space than that originally approved and 600sqm crèche. The transport impacts of the proposed Renal Unit (Use class D1) were not assessed as part of the approved outlined planning application. The applicant has submitted a transport statement as part of this planning application. The proposed facility will operate in three shifts operating from 06:30 hours to 01:00 hours. Shift one will operate from 0:700 hours to 13:30 hours shift two will operate from 12:00 hours to 19:00 hours and shift three will operate from 17:30 hours to 001:00 hours. The proposed urinal unit is expected to</p>	<p>Noted. Condition and Informative added.</p>

No.	Stakeholder	Question/Comment	Response
		<p>accommodate a maximum of 274 patients per day and will operate from Monday to Saturday. The maximum number of staff that will be on site at any one time will be 40 staff. However only 5 car parking spaces will be allocated to staff hence the majority of staff will arrive by sustainable modes of transport.</p> <p>The modal split is based on first principles using an existing Renal Unit; based on existing data some 40 to 50 percent of dialysis patients will arrive at the unit using patient transport which will accommodate 3-4 passengers per trip. 25% of dialysis patients will be car drivers, 5% as car passengers, the remaining 20% of dialysis patients will arrive by public transport.</p> <p>The modal split for outpatients it different from that of dialysis patients, the majority of outpatients will arrive as car drivers with some 45% of outpatients arriving as car drive or car passengers the remaining 55% of patients will arrive by public transport. Using a maximum thorough put of 274 patients per day the proposed facility will generate a total of 35 dialysis trips and 62 outpatient car trips per day.</p> <p>We have assessed the operation of the proposed facility on the transportation and highways network during the peak highways operational hours between 08:00 and 09:00 and 17:00 and 18:00 hours. The facility will generate a maximum of 22 in/out trips in the critical AM peak hour and 41 in/out trips in the critical PM peak hour. We have considered that, the proposed additional trips generated in relation to the Renal Unit compared to that which will be generated by the entire amended development proposal as a whole would not result in any significant increase in the number of generated trips when compared to that assessed and approved as part of the approved outlined application. It is also to be noted that this development proposal is inline with the adopted UDP Policy M3 which states that; the Council requires developments with a high trip generation characteristics to be located where public transport accessibility is high and the location and building is design to encourages walking and cycling, so that all users regardless of disability, age or gender can use them safely and easy.</p>	

No.	Stakeholder	Question/Comment	Response
		<p>The applicant has proposed utilising 20 of the existing 30 approved car parking spaces in block C1, this will include 5 disable parking spaces in the basement of Block C1; 15 of the proposed 20 spaces will be use for patients and 5 spaces will be use by staff, the car parking spaces are been provided based on the operational requirement of the Renal unit and will be managed by the trust in accordance with the demand between the dialysis patients and outpatients.</p> <p>The applicant has also proposed providing 6 patient drop-off spaces as per Drawing PL002. Three of the spaces will be located on Waterside Way and three on Lebus Street; we have therefore considered that the proposed Renal unite has sufficient on site car parking space to service the operational requirement of this development. The applicant has proposed providing cycle storage area in the basement of Block C for the use of the staff of the development. However the plan does not include the number of rack that will be provided. We will therefore require the developer to provide cycle parking in line with 2011 London Plan as part of the work place travel plan.</p> <p>Delivery and servicing of the proposed development will generate and average of two 12m rigid vehicle movement, four daily van movements, two daily waste collection movements and several motorbike movements. Waste collection and saline delivery will be via the basement other deliveries will be via. Lebus Street. This level of delivery and servicing (8 to 10 trips) will not have any impact on the existing transport and highways network.</p> <p>The applicant has proposed measures as part of this application to promoting travel by sustainable modes of transport, the transportation and highways authority will however require these measures to be submit as part of the full travel plan no later than 6 months after the development has been occupied.</p> <p>We have therefore considered that the proposed renal unit will not result in any significant increase in generated trips or parking demand that will have any adverse impact on the transportation and highways network. Consequently the transportation and highways authority would not object</p>	

No.	Stakeholder	Question/Comment	Response
		<p>to this application subject to the following condition.</p> <p>1) A residential travel plan must be secured by way of a condition. The following measure must be included in order to maximise the use of sustainable modes of transport.</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Site Management Team to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to all staff.</p> <p>c) Adequate cycle provision is provided in line with the 2011 London Plan .</p> <p>Reason: To promote travel by sustainable transport to and from the site and to reduce traffic and congestion on the transportation and highways network.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
	LBH Building Control	This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office.	Noted.
	Canal & River Trust London	No comments to make	Noted.
	RESIDENTS	1 response received.	
1	Tony Gibney Coppermill	In principle I am supportive of the renal unit being based on Hale Village.	Noted.

No.	Stakeholder	Question/Comment	Response
	<p>Heights Ferry Lane</p>	<p>However, when moving here I was under the impression there would be a GP surgery on this site. If this renal unit is in place of/will prevent a GP surgery on this site, then I am against this planning application, and urge Haringey Council to work with NHS North Central London to ensure there is adequate primary care facilities on the village.</p> <p>East Haringey is already one of the more deprived areas of the borough, and already has a limited number of accessible GP surgeries, and the addition of up to 1000 new homes on this site will add to the strain. If a GP surgery is not on this site, extra pressure will be added to an already strained primary care system.</p> <p>On moving to Hale Village in March my wife was told by the nearest GP surgery that they were unable to take on new patients from Hale Village as there were too many of us. I understand they have since extended their catchment area to include the site, but this illustrates the strain already in this area.</p> <p>So in summary, I am only supportive of the renal unit on Hale Village if there will also be a GP surgery.</p>	<p>A primary healthcare centre with GP services cannot be achieved due to decisions of the former Primary Care Trust</p>

PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Framework

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
- AC2 Tottenham International
- 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

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

PLANNING HISTORY

HGY/2006/1177 - Outline consent for the Hale Village Masterplan was approved by Haringey Council in October 2007. The Hale Village Masterplan comprised the following mix of uses: up to 1,210 residential units (30% of which will be affordable), offices, retail, student accommodation, a hotel, a health centre, a primary school and a crèche. The Masterplan comprises eleven separate blocks laid out in a clear street structure. A podium structure provides the basement over which the southernmost blocks of the Masterplan will be located.

HGY/2007/2099 - Reserved matters consent was granted in December 2007 for the podium and basement located beneath Blocks SW, SE, C, P1 and P2 and a Combined Heat and Power Energy Centre (CHP).

HGY/2007/2203 - Reserved matters consent was granted in December 2007 for the development of Block W to provide a 687 student room development and ground floor retail unit within a part eleven, part seven storey building.

HGY/2007/2250 - A Section 73 application to vary conditions 13, 34, 52, 53 and 62 of the outline consent (HGY/2006/1177) was granted in February 2008.

HGY/2008/0393 - Reserved matters consent was granted in 2008 for the detailed design of Pavilion blocks 1 and 2 no. eight storey buildings.

HGY/2008/1971 - Reserved matters consent was granted in December 2008 for the detailed design of Block SE, an eight storey building comprising ground floor offices and 154 no. affordable dwellings.

HGY/2008/1970 - Reserved matters consent was granted in December 2008 for the detailed design of Block NW1, a part four, seven and eleven storey building, comprising 102 no. affordable dwellings.

HGY/2009/0246 - Reserved matters consent was granted in March 2009 for the detailed design of Block C, a part four, part seven storey building comprising 110 no. affordable dwellings.

HGY/2009/0295 - Reserved matters consent was granted in March 2009 for the detailed design of Block N, a part four, part seven storey building, comprising 176 no. affordable dwellings.

HGY/2009/1105 - Reserved matters consent was granted in November 2009 for the detailed design of public realm for the entire Hale Village Masterplan.

HGY/2010/1427 - Full planning permission was granted in October 2010 for the erection of two additional floors to Pavilions 1 and 2 to create 2 no. ten storey buildings.

HGY/2010/1897 - Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to

18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems – GRANTED

HGY/2011/2190 - Change of use from A1 / 2 / 3 / 4 / 5 / B1 to gym (D2) - GRANTED

HGY/2012/0799 – A reserved matters application (including appearance, layout, scale and landscaping) in relation to outline consent no HGY/2010/1897 for the Community Facility and Residential Site (referred to as Block NE) forming part of the Hale Village Masterplan and discharge of Conditions 1, 4, 6, 7, 8, 11, 12, 41 and 42 attached to the outline consent. Proposed development of 890sqm Community Centre (Use Class D1) and 64 residential units in an 8 storey block - GRANTED