

Appendix 6

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 Environmental 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

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.

7.0 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.