

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/2062

Ward: Noel Park

Date received: 20/10/2006

Last amended date: N/A

Drawing number of plans: SS HI 10026 - PL-02 PLAN 10A, SS HI 10026 - PL- 02 PLAN 10B, SS HI 10026 - PL - 02 PLAN 10C, SS HI 10026 - PL-02 PLAN 10D, and 10026-PL-04(PLAN 9), 07 (PLAN 3),08 (PLAN 5), 09 (PLAN 6), 10 (PLAN 8), & 11 (PLAN 7)

Address: Western Road, N22, Clarendon Road, N8, Gas Holder Station, Hornsey Park Road.

Proposal: Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.

Existing Use: Gas Holder Station & highway.

Proposed Use: New road

Applicant: Haringey Council (Highways Infrastructure) & National Grid

Ownership: Haringey Council & National Grid

PLANNING DESIGNATIONS

Road - Borough

Officer contact: David Paton

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site consists of the parts of Western Road, parts of Clarendon Road (excluding the cul-de-sac leading to West Point Apartments and the West Indian Cultural Centre), and part of the site of the old Gas Holder Station. The site through the gas holder station comprises the concreted access area joining the end of Western Road and Clarendon Road, and running between the Council's call centre and the car pound, behind the gas holders. The northern end of Western Road falls within Wood Green Conservation Area, and runs past not only Wood Green Common but also Alexandra Primary School and The Decorium (formerly Western Road Baths). The culverted Moselle Brook runs under the site.

PLANNING HISTORY

1991 permission granted for single storey building for office, depot, storage, and vehicle servicing.

1992 permission for storage of natural gas

2000 continuation of Hazardous Substances consent

DETAILS OF PROPOSAL

The proposal is to construct a new road through the gas holder station linking Western Road and Clarendon Road, and to widen parts of these carriageways to 7.3m. In particular the proposal includes a realignment of the corner at the northern end of Western Road adjacent to the school and the Common and redesigning the junction between Western Road and Mayes. These changes would require land to be taken from the school (on the corner - 90.5 sq. m.) and at the southern end of the playground (27 sq. m.), and from the Common at the entrance at the end of Western Road (24.5 sq. m.). Additional land at the rear of the school staff car park would be ceded to the school and an additional area of land would also be added to the common (29 sq. m. on the northern side of the realigned bend opposite the school) in exchange. A narrow strip of land is also required from Network Rail on the west side of Western Road.

The new road would have 7.3m. total carriageway width plus 2m. footways on both sides. New junction arrangements would be introduced at Western Road/Mayes Road (a mini-roundabout with pedestrian "safe" islands), and at Clarendon Road/Hornsey Park Road (traffic lights linked to the main junction of Hornsey Park Road/Turnpike Lane).

The application involves a temporary alignment for the road that loops round the Council's call centre and a permanent alignment that will go through this building when it is no longer required and also also take a section of the

building currently occupied by Q Glazing in Western Road (permission is sought for both the temporary and permanent alignments).

CONSULTATION

03/11/2006

Adjoining occupiers – 6 site notices posted around the area including at the entrance to the Chocolate Factory, on Mayes Road, at the entrance to the Common at the end of Western Road and at the junction of Clarendon Road and Hornsey Park Road, and approximately 800 consultation letters sent to:

- all addresses in Clarendon Road, Western Road, Coburg Road, Brook Road, Tower Terrace, Hornsey Park Road and Mayes Road; West Point Apartments, parts of Turnpike Lane, Denmark Road, Wightman Road, The Avenue, Ravenstone Road, Malvern Road, Parkland Road, Station Road, Jack Barnett Way

Avenue Gardens Residents Association

Parkside Malvern Residents Association

Burghley Road Residents Association

The Ladder Community Partnership

Environment Agency

Transport for London

Greater London Authority

Thames Water

Network Rail

Legal Services

Transportation

Parks

Arboriculturalist

Policy

A Development Control Forum was held on November 2006 and the minutes are attached as Appendix 1.

RESPONSES

Local Residents/adjoining occupiers – 112 objection letters received. In summary, the objections are on the following grounds:

- the scheme does not provide proper traffic relief for Hornsey Park Road.
- the new road will increase the capacity of routes from Turnpike Lane to Station Road and will cause a general increase in traffic leading to increased noise and air pollution and increased risk of accidents.
- the proposed road at 7.3m. is wider than that proposed in the Unitary Development Plan (which proposed a 6m. wide road) and as such will increase vehicle speeding and pedestrian difficulties and is not designed to create a pedestrian friendly environment.
- road widening at the new Western Road/Mayes Road junction will be at the expense of pedestrians and the associated railings and street clutter will adversely affect the character of the area.
- unacceptable effect of increased traffic, noise and air pollution on Alexandra Primary School.
- unacceptable loss of playground space at Alexandra Primary School.
- unacceptable loss of green space from Wood Green Common with inadequate replacement land.
- no Environmental Impact Assessment and no Traffic Impact Assessment.
- the alternative route proposed by residents (the “HEART” route) for the Unitary Development Plan inquiry would have provided better solutions to all these problems.
- the application is incomplete without proposals for the junctions of Hornsey Park Road with Clarendon Road and with Turnpike Lane.

Avenue Gardens Residents Association and Parkside Malvern Residents Association – similar objections to those listed above, emphasising that the proposal differs from policies adopted in the Unitary Development Plan and from evidence submitted by the Council to the UDP Inquiry in support of the road and from the Haringey Heartlands Framework SPG.

Residents have suggested the following amendments to the scheme:

- the section of Western Road from Penstock Path to Mayes Road should not be widened and should be “access only”.
- Western Road/Mayes Road junction should not be enlarged.
- area around Alexandra School and the Common should be designed to Home Zone standards.
- Hornsey Park Road should be barred to through traffic.
- area bounded by Turnpike Lane, the High Road and (but including) Hornsey Park Road should be a “Home Zone”, thus providing good pedestrian links between Heartlands and the town centre.
- through traffic should be directed along Coburg Road/Brook Road and Mayes Road, joining and leaving the new spine road at Coburg Road and Brook Road opposite Penstock Path (this would remove the need to modify Western Road, or take land from the school and the Common).
- pavements should be increased to 4m. wherever possible.

Alexandra Primary School – the Headteacher and Chair of Governors make the following comments:

- the new road would present significant health and safety implications arising from the estimated increase in traffic movements from 500 vehicles per day to 7000, and there should be a full Environmental Impact Assessment.
- there would be increased dangers for pedestrian access to the school and the proposals are not clear on how pedestrian safety will be prioritised.
- the road may be used a cut-through between Turnpike Lane and Station Road, and a Traffic Impact Survey must be conducted.
- many parents travel from beyond Wood Green and use cars to reach the school, and the proposed road is likely to impede parking for parents collecting children.
- construction traffic should use Clarendon Road.
- object to the corner to be taken from the school playground, in spite of the compensatory land gift to the rear of the school, as the annexation will cause disruption and damage, and assurances concerning the

security of the school during the work and in carrying out the exchange of land are needed.

Q Glazing, Western Road – comment that they receive large lorry deliveries that can take 3 or 4 hours to unload, and at present they are able to use Western Road as it is basically a dead end at this point, but they will have such problems when the road is a through road that they will not be able to operate; they also note that the long-term alignment appears to cut through that part of their building that they use for storing long aluminium bars that are needed for their business.

Friends of the Earth (Tottenham and Wood Green) – object on the grounds that the road represents an increase in road capacity, and will generate more traffic volume in the area which is already congested and has air pollution levels above European standards; additional traffic will lead to increased carbon dioxide emissions; the new road is not necessary, and earlier proposals showed an access road for the redevelopment site, allowing only buses and cycles through, not general traffic; there would be loss of green space at Wood Green Common.

Environment Agency are currently maintaining an objection on the basis of insufficient information regarding the treatment of the Moselle Brook Culvert where the new road crosses the Brook.

Greater London Authority – have determined that the proposal is not of sufficient strategic importance to require referral to the Authority.

Transport for London (TfL) – the proposed highway will provide benefits that will enable the regeneration of the Haringey Heartlands as defined in the Area Framework which has been endorsed by the Mayor of London. Although TfL would require a Transport Assessment in accordance with their guidance to assess the Master Plan, there is no reason why the spine road should not be granted consent, subject to further consultation on detailed design aspects.

Transportation – see “Traffic Impact” section below.

RELEVANT PLANNING POLICY

AC1 The Heartlands/Wood Green
M1 Improvements, and Schedule 7 Road Proposals
M7 Road Schemes
EMP1 Defined Employment Areas – Regeneration Areas
OS3 Significant Local Open Land

OS6 Ecologically Valuable Sites & Their Corridors
OS7 Historic Parks, Gardens & Landscapes & Schedule 13
ENV11 Contaminated Land
Schedule 1 Site Specific Proposal 4 Haringey Heartlands

Haringey Heartlands Development Framework SPG (April 2005)

ANALYSIS/ASSESSMENT OF THE APPLICATION

1. Background

Haringey Heartlands is identified in the London Plan as an area of Regeneration and an area for Intensification, and will be one of the main areas of change in London over the next 10 or 25 years. The area may accommodate around 2,500 new homes and 1500 new jobs, and is identified in the Council's Unitary Development Plan as an Area of Change, with a development framework set out in the Haringey Heartlands Development Framework Supplementary Planning Guidance. The road is essential to the redevelopment of the Heartlands and will act as the catalyst to regeneration.

2. Unitary Development Plan Policy

Policy AC1 identifies the area as an Area of Change, and requires, amongst other things, that development creates better links with the surrounding area, has a design and layout that encourages walking and cycling, and helps bring forward and maximise opportunities for improved public transport services.

Policy M1 and Schedule 7 identify improved access to Haringey Heartlands among transport improvements that the Council will support and proposes a north-south access road linking Station Road via Western road to Hornsey Park Road via Clarendon Road (the precise alignment being subject to a master Plan and a planning application).

Policy M7 states that the Council will only support road schemes that produce one or more of the benefits specified, including the provision of necessary access to new developments with a local or strategic role.

Policies OS3 and OS7 designate Wood Green Common as significant local open land and as an historic park.

Policy OS6 identifies the railway embankment land alongside Western road as part of a green corridor.

The Haringey Heartlands Development Framework identified as an objective the development of a north-south link route through the area and included an indicative route. The Unitary Development Plan proposals map also shows an indicative route which crosses the heart of Wood Green Common. Alternative

routes were put forward by residents and considered both as part of the consultation on the Development Framework, and, later, by the Inspector at the Unitary Development Plan enquiry.

The proposal implements Policy M1 and complies with Policy M7. A new road giving access to the former gas works land is essential to the implementation of Policy AC1 and the site specific proposal.

The route proposed requires a narrow strip of land to be taken from the railway embankment land, but this will cause no damage to the green corridor. It also takes a small area of land from the Common on the corner of Western Road and Mayes Road, but releases land on the outside of the bend in Western Road next to the Decorium, which is to be added to the Common to compensate for the land take (land added being slightly greater than land taken). This is considered to be an acceptable solution that will not affect the setting or damage the character of, or diminish, the Common. The proposal therefore complies with Policies OS3, OS6 and OS7.

3. Funding

The redevelopment of and regeneration of Haringey Heartlands is being supported by funding from the Government and the European Union. Specific funding for the new road through the Department for Transport Communities Infrastructure Fund was obtained in February 2006, and the project has to be completed by March 2008.

4. Road Alignment & Design

At present Western Road (from the north) and Clarendon Road (to the south) both terminate in culs-de-sac at the boundaries of the old gas holder station and the new road would provide a logical link between them across the gas holder station site.

The proposed route involves taking small areas of land from a number of locations along the route. As noted above (see "Details of Proposal") a land exchange is required at Wood Green Common, and a small strip of land is to be taken from the railway embankment. In addition, two small areas of land are required to be taken from the Alexandra Primary School site. One of these is on the inside of the bend in Western Road and would include demolishing a small outbuilding, and the other area is a strip of land that is presently part of the staff car park. In compensation, an area of land at the rear of the car park is to be handed to the school. The total loss of land to the school is 117 sq. m., whilst the total that would be gained is 307 sq. m.

The initial temporary road alignment would include a "chicane" to skirt around the Council's Call Centre, but the long-term permanent route would ease these bends and go through the Call Centre requiring its demolition and also

require part of the Q Glazing building at 83-89 Western Road to be demolished.

The road has been designed with a total width of 11.3m. comprising 2m. wide pavements on both sides, and two 3.65m. wide carriageways. This will allow the road to take a bus route in accordance with Policy M7 of the Unitary Development Plan. The pavement widths would give tree planting opportunities.

Carriageways would not be wide enough to allow dedicated cycle lanes to be marked out on the road. However, Penstock Path is being widened and improved and will have a cycle path marked out which will link in to cycle routes on Coburg Road. In addition, improved facilities and routes for cyclists will be included in the overall Master Plan for the Heartlands area.

5. Traffic impact

The new road would not generate any additional trips on its own, but would rather cause a re-assignment of traffic within the existing road network. The Traffic Assessment has estimated the increases in traffic that are likely to be caused once Heartlands has been developed. It was based on current knowledge of the Master Plan proposals, that is assuming provision of 2514 residential units, 6669 sq. m. of offices, 6577 sq. m. of light industry, 5821 sq. m. of retail and services, 1192 sq. m. of restaurant, café, etc. uses, 1800 sq. m. of leisure floorspace and a 1200 pupil secondary school.

Traffic counts have been carried for the key junctions and capacity assessments made of each of the 8 junctions: Station Road/Mayes Road, Mayes Road/Western Road, Mayes Road/Coburg Road, Hornsey Park Road/Clarendon Road, Hornsey Park Road/Turnpike Lane, Bounds Green Road/Park Avenue, Station Road/Buckingham Road/Park Avenue and High Road/Lordship Lane/Station Road. For the purpose of traffic impact assessment the morning and evening peak periods was undertaken. These are the critical time periods for assessing the traffic impact on the local highway network as the roads are at their busiest at these times.

The applicants have carried out assessments of the additional traffic which may be expected following the full implementation of the Master Plan proposals. The methodology and the output have been agreed. Overall, the predicted traffic generation for the complete Master Plan is as follows:

	In	Out	2 -way
Weekday morning peak	403	409	812
Weekday evening peak	309	292	601

The traffic expected to be generated by the Master Plan development has been added to the existing traffic flows and distributed using the current pattern of traffic flows.

The data shows predicted increases in traffic flow on Park Avenue of around 9-10% in the am peak and 5-6% in the pm peak. On Station Road there would be about a 10-13% increase in the pm peak while for the am peak the change is more substantial for northbound [+38%] than southbound [+10%]. For Mayes Road north of Western Road the increase is between 14 and 27% in the pm peak and between 13 and 39% in the am peak depending on the direction of flow. On Mayes Road south of Western Road and Hornsey Park Road north of Clarendon Road junction there is little predicted change in traffic flow. For Hornsey Park Road south of Clarendon Road there is a predicted increase of about 16% in the northbound direction in both am and pm peak periods with an increase of about 22% in the southbound direction in both peak periods. For the new access road, there would be significantly increased traffic flows as would be expected for a new road link.

An assessment of the traffic impact has been carried out for the nearby junctions. Details of the traffic flow increases for the five most immediate junctions to the new road are shown below:

Junction	Net change [%] AM peak	Net change [%] PM peak
Station Road/Mayes Road	+20.0	+13.2
Mayes Road/Western Road	+22.7	+18.5
Mayes Road/Coburg Road	+4.0	<+1.0
Hornsey Park Road/Clarendon Road	+19.7	+18.2
Hornsey Park Road/Turnpike Lane	+8.5	+8.5

Capacity assessments have been undertaken for these junctions:

At Mayes Road/Station Road junction the Station Road arm operates over capacity in the morning peak but all arms operate within capacity in the evening peak. With development the Station Road arms would operate over capacity in the morning and evening peak periods.

Mayes Road/Western Road junction operates satisfactorily currently and with development traffic. The junction would be converted from a priority junction to a mini-roundabout as part of the access road proposal. Mayes Road/Coburg Road junction operates within capacity under both assessment scenarios.

Hornsey Park Road/Clarendon Road junction and Hornsey Park Road/Turnpike Lane junction have been assessed together as they would be linked through the proposed signalisation of the former junction as part of the

access road proposal. The preliminary analysis shows that the latter junction is already over capacity. Traffic saturation and queue lengths would increase with development traffic. The design for the junction is being developed in liaison with TfL as the authority responsible for traffic signal design and implementation.

As noted above there are capacity issues at some of the junctions on the local highway network both currently and in the future with development traffic. It is not appropriate to address all these issues through the current application for a new access road. It is expected that future development proposals through the Master Plan, supported by separate transport assessments, would be required to consider the impact on local roads. The development of the Heartlands area would be progressed over many years with developments gradually be implemented. Traffic flows would, therefore, gradually change over time. Three junctions in the immediate vicinity of the access road are being improved as part of the proposal.

The new road is primarily designed to access the Heartlands development site, and is not primarily intended to relieve Hornsey Park road of traffic. However, it will provide some relief to that road, and it is intended to introduce, after consultation with residents, traffic calming measures to Hornsey Park Road/Mayes Road. These measures are not included in the application but are an integral part of the purpose and future use of the new road and if permission is granted a condition requiring details of these measures to be submitted for approval should be imposed. Also, the application does not include full details of the arrangements for pedestrians at the junctions of Western Road and Mayes Road, and Clarendon Road and Hornsey Park road, or what pedestrian safety measures are to be introduced on the new road or in the area close to the school, and these details should also be reserved for future approval.

In summary, there are no objections on highway or transport planning grounds to the proposed access road.

6. Environmental Considerations

The area covered by the new road and improvements is under the threshold whereby an Environmental Impact Assessment is required to accompany the planning application. Nevertheless, a Traffic Impact Assessment has been carried out, and Noise and Air Pollution studies have been requested and will be available for Committee.

The new section of road running through the gas holder station will be approximately a minimum of 18m. away from the rear garden boundaries of Hornsey Park Road houses.

Noise and air pollution

There is currently no information provided in the transport assessment on air quality and noise levels. The applicants are undertaking assessments of these. Four locations are proposed: Western Road near Alexandra school, Clarendon Road, Mayes Road south of the proposed roundabout and on Hornsey Park Road near to the junction with Clarendon Road. Consultants Mayer Brown undertook an assessment of noise and air quality as part of the detailed appraisal of the submission for Government funding for the road. The assessment on noise levels was that there was a neutral impact using the Government criteria for appraising small scale highway projects. On air quality the assessment showed that for existing properties there would an improvement in air quality on Mayes Road and Hornsey Park Road and a deterioration in air quality on Station Road, Hornsey Park Road south of Clarendon Road and on Wightman Road. Overall, the consultants considered the net impact should be regarded as "no overall change". On the access road route itself the consultants are predicting lower levels of air pollution than on adjoining roads both currently and with the Master Plan development.

Contaminated Land

The route through the old gas holder station comprises contaminated land and special measures will be required to deal with this. At present it is hoped that it will be possible to treat the contaminated soil on site to avoid the need to transport spoil away from the site. However, full details of how the contamination is to be dealt with are not finalised and a condition requiring submission of these details for future approval and implementation would need to be imposed.

Trees

The widening of Western Road, taking in a narrow strip of railway embankment land, could mean the loss of up to 8 mature plane trees. These trees have been inspected, and a number of them are in poor condition with large stem wounds and extensive decay creating a potential hazard to pedestrians and other road users. The trees require extensive crown reduction work to minimise any future risk to the public, which would reduce their value as a public amenity and also their individual and collective impact. As a result the removal of the trees will have a limited impact on the local environment and there will be opportunities for new tree planting along the new road which will more than compensate for these losses.

7. Responses To Objections From Local Residents

1. Alignment and width of road not as agreed at Unitary Development Plan enquiry. The Council's evidence at the enquiry indicated that the

carriageway width was likely to be 6m. However, the Inspector agreed to the safeguarding of an indicative route only, which is shown on the Proposals Map, and there was no approved specific road width. The indicative route followed the edge of the Network Rail land and railway embankment, and cut across the middle of Wood Green Common to join Station Road. The proposed carriageway width, at 7.3m., is to allow the new road to be used by a bus service and the proposed route avoids severing the Common, requiring only an exchange of small areas of land. The alignment now proposed is therefore considerably better than the safeguarded indicative route.

2. Land take. The small area of land to be taken from Wood Green Common on the corner of the Rose Garden will not significantly affect the shape, character or function of the open space, particularly with appropriate planting and boundary treatment. A slightly larger area of land will be added to the Common at its entrance off Western Road. This space is currently hard surfaced, but can be satisfactorily integrated into the Common with appropriate landscaping, making a suitable entrance to the Common. The land taken from Alexandra School is on the corner of the front playground which includes a small outbuilding, and a strip from the staff car park at the rear. This will be replaced by the addition of land at the back of the rear playground and there would be a net gain to the school.
3. Traffic diversion from Hornsey Park Road. Although the new road is not designed as a relief road for Hornsey Park Road, it will take some traffic off this road. It is intended to introduce traffic calming and traffic management measures on Hornsey Park Road, and the junction with Clarendon Road will have new traffic lights linked to the Turnpike Lane junction, and these measures and controls will help to encourage some existing traffic to use the new road.
4. Better alternatives routes. The “HEART” alternative route put forward by residents was considered by the Inspector at the enquiry into the Unitary Development Plan. In his report the Inspector said “From all the evidence submitted to the inquiry, the claimed advantages of the Heart route over the north-south LBH route were not made out. If it is accepted that the main purpose of the route is to provide the most efficient access to Heartlands Eastern Utilities land, the north-south route fulfils that purpose. By contrast the Heart route seems to have an additional purpose in mind – that of helping to relieve or solve existing traffic management problems in Hornsey Park Road. This leads to it linking directly to High Road. However the junction at the High Road could be difficult to design and operate. Compulsory purchase may well be necessary, thus increasing the time of implementation. In all these circumstances, there is insufficient justification to reject the north-south LBH route in favour of the Heart route.

SUMMARY AND CONCLUSION

The proposal is essential to the redevelopment of the Heartlands site and the regeneration of this area. Although there are traffic issues that will arise when the redevelopment itself takes place, these will have to be dealt with in the Master Plan for the area, and the road proposal itself is unlikely to produce any significant issues for the local environment and will provide some relief to Hornsey Park Road. The scheme largely complies with policies AC1 "The Heartlands/Wood Green", M1 "Improvements", and Schedule 7 "Road Proposals", M7 "Road Schemes", the Haringey Heartlands Framework Supplementary Planning Guidance" and OS3 "Significant Local Open Land", and is considered acceptable.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2062

Applicant's drawing No.(s) SS HI 10026 - PL-02 PLAN 10A, SS HI 10026 - PL- 02 PLAN 10B, SS HI 10026 - PL - 02 PLAN 10C, SS HI 10026 - PL-02 PLAN 10D, and 10026-PL-04(PPLAN 9), 07 (PLAN 3),08 (PLAN 5), 09 (PLAN 6), 10 (PLAN 8), & 11 (PLAN 7)

Subject to the following conditions:

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

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

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

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

3. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

4. No development shall take place until full details of both hard and soft landscaping (specifically to include, inter alia, treatment of Wood Green Common and Penstock Path) have been submitted to and approved by the local planning authority, and these works shall be carried out as approved, and any new planting shall be implemented in the first planting season after completion of the road. Any proposed trees or plants which, within a period of 5 years after completion of the development, are dead, removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. These details shall include:

- hard surfacing materials
- street furniture and lighting
- boundary treatments
- existing trees to be removed
- new trees and shrubs to be planted, together with a schedule of species

The landscaping scheme once implemented is to be maintained and retained thereafter to the satisfaction of the local planning authority.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme and to retain control over the materials to be used in the development, in the interests of visual amenity.

5. Vehicle wheel washing facilities shall be provided on site before any works start on site and no work shall take place at any time that such wheel washing facilities are not operating.

Reason: To ensure that the implementation of this permission does not prejudice conditions of safety on the adjacent highways.

6. The construction works of the development hereby granted shall not be carried out before 0700 or after 2000 hours Monday to Friday or before 0800 or after 1400 hours on Saturday, and not at all on Sunday or Bank Holidays unless the prior approval is obtained in writing from the Local Planning Authority.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

INFORMATIVE: You are advised that the Committee wishes to be assured that proposals for traffic calming and traffic management and improvements to pedestrian facilities on Hornsey Park Road/Mayes Road (including arrangements at the Western Road/Mayes Road and the Clarendon Road/Hornsey Park Road junctions) shall be prepared for public consultation.

REASONS FOR APPROVAL

The proposal is essential to the redevelopment of the Heartlands site and the regeneration of this area. Although there are traffic issues that will arise when the redevelopment itself takes place, these will have to be dealt with in the Master Plan for the area, and the road proposal itself is unlikely to produce any significant issues for the local environment and will provide some relief to Hornsey Park Road. The scheme largely complies with policies AC1 "The Heartlands/Wood Green", M1 "Improvements", and Schedule 7 "Road Proposals", M7 "Road Schemes", the Haringey Heartlands Framework Supplementary Planning Guidance" and OS3 "Significant Local Open Land", and is considered acceptable.

