

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/1177

**Ward:** Tottenham Hale

**Date received:** 15/5/06

**Last amended date:** 5/4/07

**Address:** Supplies Depot, Ferry Lane, London N17

**Applicant:** Lee Valley Estates (Ferry Boat Properties Ltd)

**Ownership:** Lee Valley Estates (Ferry Boat Properties Ltd)

**Proposal:** i) Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems (outline application)

**Existing Use:** Industrial (B2/B8)

**Proposed Use:** Mixed Use Scheme

**Drawing number of Parameter Plans:** 01MP001 B, 01MP003 B, 01MP004 B, 01MP005 B, 01MP006 B, 01MP007 B, 01MP008 B, 01MP009 B, 01MP010 B, 01MP011 B, 01MP012 B, 01MP013 B, 01MP014 B, 01MP015 B, 01MP016 B.

**Illustrative Plans:** Planning Application Boundary 101 A, Hale Village Master Plan 102 B, Hale Village Setting Out Plan 103 B, Hale Village Ground Floor Plan 104 B, Hale Village basement Plan 105 B, Hale Village Roof Plan 107 B, Hale Village Land Use 3D 108 B, Hale Village Street Sections 114 B, Hale Village Street Sections 115 B, Hale Village Landscape 117 B, Hale Village Public-Private Open Space 118 B, Hale Village Sunlight Ground Floor 119 B, Hale Village Sunlight Intermediate Floors 120 B, Hale Village Aerial Views 122 B.

**Documents and Supporting Material:** Design Statement, Statement of Community Involvement, Sustainability Statement, Energy Statement', Volume 1 Development Specification and Framework April 2007  
Volume 2 Amendments to Planning Application Material April 2007  
Volume 3 EIA Responses April 2007

**Environmental Statement :** The Environmental Statement submitted by the applicants reports the outcome of a process of environmental impact assessment (EIA). The objectives of an Environmental Impact Assessment (EIA) can be summarised as follows:

- to identify the potential environmental impacts of the proposed development, taking account of its characteristics, any sensitivities of the local environment and any relevant concerns of interested parties;
- to predict the extent and significance of the potential impacts, and identify measures that can be taken to mitigate adverse impacts; and
- to identify the extent and significance of any residual impacts.

The EIA has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) (the EIA Regulations) which give effect to amendments that were made to the European Council Directive No85/337/EEC by Council Directive No97/11/EC.

## **PLANNING DESIGNATIONS**

ROAD - METROPOLITAN  
 CSU 8 – AREA OF ARCHAEOLOGICAL IMPORTANCE  
 OS6 – ECOLOGICAL VALUABLE SITE AND GREEN CORRIDOR  
 AC2/ EMP1. - DEFINED EMPLOYMENT AREA  
 ENV 1 - RISK OF FLOODING

**Officer Contact:** Paul Smith

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and/subject to  
 1) Direction by GOL (Town and Country Planning (Shopping Development) (England and Wales) (No.2) Direction 1993  
 2) Greater London Authority (GLA)  
 3) Section 106/278 Legal Agreements

### **1.0 SITE AND SURROUNDINGS**

The site is located on the north side of Ferry Lane adjacent to Tottenham Hale Station. It is bound by Lockwood Industrial Park to the north, Millmead Road to the east and Ferry Lane to the south. The west of the site is bound by the GNER railway line. The site is currently developed, being mainly occupied with a large warehouse, which forms part of a wider industrial estate.

The site is situated on the eastern side of Tottenham Hale Gyratory straddling a section of the Lee Valley Regional Park. Within this general location the river valley is characterised by a very wide shallow (almost flat) cross section. The urban area of Tottenham extends away from the river to the west as a mix of residential, commercial and industrial development areas. The Tottenham Hale Gyratory, a main arterial road (A1055), a mainline railway and the London Underground Victoria line are set between the bulk of the built

up area and the river corridor. The disconnection of the built up area and Lee Valley Park is seen as a key issue for the regeneration of the wider location.

The site is located at a potential key access point between Tottenham Hale and the Lee Valley Park. Pedestrian access routes converge on Tottenham Hale Station and Underground Station close to the southwest corner of the site. Ferry Lane (A503) to the south of the site provides one of the few local connections to the Lee Valley Park and routes across the river corridor to Walthamstow to the east. Vehicle access to the site is from Millmead Road, which is off the A503 - Ferry Lane. Ferry Lane links the access to the A1055 to the west, and then to the North Circular (A406). To the east, Ferry Lane links to the A112 - Chingford Road, which also has links with the North Circular. To the west of the main access junction lies the Tottenham Hale Gyratory.

## **2.0 PLANNING HISTORY**

25/6/96 - Demolition of existing warehouse and adjoining structures of 130,000sq ft. containing restaurant, bars, cafes and multi-screen cinema plus Sunday entertainment areas. Construction of two stand alone restaurants, single storey and part 2 storey public house totalling 20,000sq ft with a 4 storey 103 bedroom hotel with associated car parking and landscaping plus 4 acres of B1 Development totalling 140,000 sq ft, plus ancillary car parking and landscaping. REFUSED

7/1/97 - Demolition of existing warehouse and adjoining structures of 12,077m sq ft. Construction of new two storey leisure 'box' containing restaurants, bars, cafes and multiscreen cinema plus sundry entertainment areas. Construction of two stand alone restaurants (single storey) and part two storey public house totalling 1,858m sq with a four storey 103 bedroom hotel with associated car parking and landscaping and 1.63 hectares of B1, B2 or B8 development totalling 13,006m sq plus ancillary car parking and landscaping. REFUSED

3/10/2000 - Redevelopment of the Former Greater London Supplies Depot. Redevelopment of the Former Greater London Supplies Depot comprising an International Centre for the Performing Arts (theatres), 12 Screen multiplex cinema, family entertainment centre, health and fitness centre, restaurants, bars and cafes. WITHDRAWN

21/08/2002 - Development of a new university campus comprising up to 59,100 sq. m. of floorspace within Class D1 (non - residential institution) up to 37,100 sq. m. of student residential accommodation, 200 car-parking spaces, publicly accessible open space, ancillary services and facilities and associated roads, paths and other infrastructure.(Outline Application) Planning Applications Sub-Committee resolved to grant Planning Permission subject to a Section 106 agreement. The agreement was not signed and no decision notice was therefore issued.

15/5/2006 Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1250 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4 and A5) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 12 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems - duplicate outline application Reference HGY2006/1179.

This is currently the subject of a non- determination appeal to the Planning Inspectorate. A public inquiry will be held in due course

30/11/2006 Construction of a basement incorporating a car park, bicycle parking, and Energy Centre with CHP facility, cores and associated plant areas. Public realm works at podium level and lower level to link into Jarrow Road, with pedestrian and vehicle links via existing underpass structures under Ferry Lane incorporating a lift and canopy at ground floor level.

This application is pending the outcome of the current amended application which is the subject of this report.

### **3.0 DETAILS OF PROPOSAL**

The proposed development is a mixed use scheme between 1 and 18 storeys in height comprising of:

- Up to 1210 residential units (including affordable provision) of up to 97,500 m<sup>2</sup> floorspace,
- Up to 3,200m<sup>2</sup>(34,500 sq ft) office floorspace,
- Up to 5,300m<sup>2</sup> (57,100 sq ft) floorspace related to a primary school,
- Up to 600m<sup>2</sup>(6,500 sq ft) floorspace related to health care,
- A hotel incorporating up to 3,200m<sup>2</sup> (34,500 sq ft) floorspace and up to 100 rooms,
- Up to 5,500m<sup>2</sup> (59,300 sq ft) related to local retail,
- A hotel incorporating up to 3,200m<sup>2</sup> (24,500 sq ft) floorspace and up to 100 rooms,
- Student accommodation incorporating up to 700 rooms,
- A creche (up to 600m<sup>2</sup>) and an estate management office
- Up to 17,830m<sup>2</sup> of public and 16,410m<sup>2</sup> private open space,
- A CHP facility with associated renewable energy systems,
- Up to 800 parking spaces, with an element of on-street parking,
- Up to 1,625 cycle parking spaces and the deculverting and relandscaping of the Moselle Brook as it passes through the northern section of the site

#### **4.0 CONSULTATION**

Local Residents  
Businesses  
Amenity Groups  
Ward Councillors - Tottenham Hale ward  
( Cllr Lorna Reith, Cllr Alan Stanton, Cllr Sheik Thompson)  
Nature Conservation  
Children's Service  
Transportation Group  
Design and Conservation Team  
Environmental Health Team

#### **4.1 STATUTORY CONSULTEES**

Metropolitan Police Service  
English Nature  
London Underground Limited  
The Countryside Agency  
Thames water  
Lee Valley Park  
English Heritage  
British Waterways  
Network Rail  
Environment Agency  
CABE  
Greater London Authority  
London Borough of Enfield and Waltham Forest  
Primary Care Trust (PCT)

#### **4.2 DEVELOPMENT CONTROL FORUMS**

A Development Control Forum took place on 19<sup>th</sup> July 2006 and Minutes of the meeting are attached as Appendix 1 of this report.

A Development Control Forum took place on 26<sup>th</sup> April 2007 in relation to the amended scheme and Minutes of the meeting are attached as Appendix 2 of this report.

#### **4.3 LOCAL RESIDENTS RESPONSES**

In relation to the amended scheme 6 responses have been received in response. 4 Objections and 2 letters of support.

#### **4.4 WARD COUNCILLORS**

Cllr Lorna Reith letter of objection 7<sup>th</sup> May 2007 on two grounds  
1) Failure to address road safety at Jarrow Road Spur

- 2) Removal of pedestrian access from Ferry Lane.

#### **4.5 AMENITY GROUPS**

One letter of objection received dated 6<sup>th</sup> May 2007 from Tottenham Hale Residents Against Sky Scrapper Housing (THRASH) on the following grounds

- 1) Traffic
- 2) Landscape
- 3) Biodiversity and green space
- 4) Environmental Impact
- 5) Community facilities
- 6) Historic features

#### **4.6 STATUTORY RESPONSES**

##### **GLA First Stage Report:**

The report of Greater London Authority to the Mayor of London dated 25<sup>th</sup> April 2007 reference Planning report PDU/1699/01 in relation to the application site reference no HGY2006/1177 is attached as Appendix 3.

##### **Commission for Architecture of the Built Environment (CABE)**

The informal advice so far received from CABE is referred to in the design section of this report.

##### **English Nature: (Natural England as from October 2006)**

No formal objection to the revised scheme.

##### **Environment Agency**

The comments of the Environment Agency were not available at the time of writing the report their comments will be reported verbally at Planning Application Sub-Committee.

##### **British Waterways**

British Waterways responded on 2<sup>nd</sup> May 2007 with the following comments:

###### **Building Heights/ Layout**

BW is pleased to see a reduction in the building heights to the navigation side of the development and the opening up of the spaces between these buildings which enables clearer views between the navigation and the centre of the site. Although clear views through the site will only be possible through the central east-west boulevard "Acorn Lane." This redesign should improve the visual integration and natural surveillance.

###### **Active ground floor uses to the River Lee Navigation**

BW previously made representations stating that we would like to see more retail and leisure uses, in place of the residential uses, on the ground floor of those buildings to the navigation frontage of the site. We are therefore

disappointed to see that the 5 pavilion buildings to the navigation side are all solely residential and the only active ground floor uses to the navigation side being the retail units at the road junction between Mill Mead Road and Ferry Lane.

Active uses to the navigation are required to help add activity and integrate the development with the waterside, in accordance with policies 4C.12 and 4C.20 of the London Plan; and create a lively and interesting street scene with passive surveillance of the public realm, in accordance with paragraphs 4.3.3, 4.3.4 and 7.4.6 of the draft Tottenham Hale Masterplan SPD.

In light of the regeneration aspirations (as set out in the Tottenham Hale Masterplan) for the area and the related importance of linkages between the railway station, the application site and the Hale Wharf development site (via the proposed Hale Wharf footbridge), BW feels retail and leisure uses should be sited on the ground floor level of those buildings adjacent to the bridge landing area and Acorn Lane entrance to draw people through the site to these adjoining areas in need of regeneration.

In making these comments British Waterways have referred to their previous comments listed below in their letter of 13<sup>th</sup> October 2006 which they consider still stand.

- **Height of development** -BW have commented that development adjacent to the River Lea Navigation should not exceed 12 storeys-revised scheme proposes 8 storeys along the edge of the Navigation
- **Millmead Road** -BW have expressed concern that the development will place increased pressure on Millmead Road as the main access into the site.
- **Active ground floor uses to the River Lee Navigation-** BW would like see a much more active edge to the river frontage, with retail and leisure uses in place of the residential on the ground floor of those buildings to the navigation frontage of the site
- **Landscaping** BW would like to be consulted on the detailed submissions.
- **Pymmes Brook** BW have indicated that in their view this development offers an ideal opportunity to culvert Pymmes Brook and thereby minimise the amenity concerns with this watercourse and give the development a better setting. They also wish to the maximise the potential of the Lock Keepers Cottages which is their ownership
- **Freight** BW would like to see the development utilise its canal side location for waterborne transport and suitable landscape improvement,

### **English Heritage**

English Heritage have no objection to the revised scheme subject to adding a condition regarding archaeological recording in accordance with a written scheme of investigation and an informative.

## **Thames Water**

Thames Water have the following comments:

### **Waste**

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

There are public sewers crossing this site, and no building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Waters assets be required, the applicant should be advised to contact Thames Water Developer Services .

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

### **Water**

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

## **Network Rail**

Network Rail have commented that land is required for future four tracking of the London - Stansted line along the western boundary of the site, adjacent to Network Rail's land ownership. Transport for London recommend a minimum safeguarded strip of 8.2metres wide at the southernmost end, reducing to 5.4metres at the northern end. Clarification of these dimensions will be confirmed when further design and survey work has been carried out.

## **Lee Valley Park**



Made no comment to date.  
Comments on the previous scheme suggest priority given to realignment of Millmead Road or funding of a pedestrian bridge over Millmead Road.

#### **Primary Care Trust (PCT)**

PCT have no overall objection but want to have further discussions on how the health needs of future Tottenham Hale can most affectively be met.

#### **4.7 ENFORCEMENT - ENVIRONMENTAL HEALTH**

We received comments from an Environmental Health Officer concerning food hygiene and mechanical extraction and ducting.

#### **4.8 FURTHER RESPONSES**

Any further responses received after the production of this report will be reported verbally to Planning Applications Sub-Committee before any decision is made.

### **5.0 RELEVANT PLANNING POLICY**

#### **5.1 National Planning Policy**

PPS 1: Delivering Sustainable Development (2005)

PPS 3: Housing (2006)

PPG 4: Industry, Commercial Development & Small Firms (1994)

PPS 6: Planning for Town Centres (2005)

PPS 9: Biodiversity and Geological Conservation (2005)

PPS 10: Planning for Sustainable Waste Management (2005)

PPS 12: Local Development Frameworks (2004)

PPG 13:Transport (2001)

PPG 16: Archaeology and Planning (1990)

PPG 21: Hotels (2004)

PPS 22: Renewable Energy (2004)

PPS 23: Planning and Pollution Control (2004)

PPG 24: Planning and Noise ( 994)

PPG/S 25: Development and Flood Risk (2001 and 2005)

#### **5.2 REGIONAL PLANNING CONTEXT**

#### **5.3 The Sustainable Communities Plan (February 2003)**

Established growth areas including the London-Stansted-Cambridge-Peterborough Corridor, which includes the Tottenham Hale Area.

#### **5.4 The Mayor's London Plan (2004)**

Policy 2A.1 Sustainability criteria

Policy 2A.2 Opportunities Areas

Policy 2A.5 Town centres

Policy 2A.6 Spatial strategy for suburbs  
 Policy 2A.7 Strategic Employment Location  
 Policy 3A.1 Increasing London Supply of housing  
 Policy 3A.2 Borough Housing Targets  
 Policy 3A.4 Housing Choice  
 Policy 3A.5 Large Residential Developments  
 Policy 3A.6 Definition of Affordable Housing  
 Policy 3A.7 Affordable Housing Targets  
 Policy 3A.8 Negotiating Affordable Housing in Individual Private Residential and Mixed Use Scheme  
 Policy 3A.15 Protection and enhancement of social infrastructure and community facilities  
 Policy 3A.17 Health Objectives  
 Policy 3A.18 Locations for Health Care  
 Policy 3A.20 Health Impacts  
 Policy 3A.21 Education facilities  
 Policy 3A.25 Social and Economic Impact Assessment  
 Policy 3B.2 Office Demand and Supply  
 Policy 3B.3 Office Provision  
 Policy 3B.4 Mixed Use Development  
 Policy 3B.5 Strategic Employment Location  
 Policy 3B.12 Improving the Skills and Employment Opportunities for Londoners  
 Policy 3C.1 Integrating Transport and Development  
 Policy 3C.3 Sustainable Transport for London  
 Policy 3C.20 Improving Conditions for walking  
 Policy 3C.21 Improving Conditions for Cycling  
 Policy 3C.1 Integrating transport and development  
 Policy 3D.1 Supporting town centres  
 Policy 3D.2 Town centre development  
 Policy 3D.3 Maintaining and improving retail facilities  
 Policy 3D.7 Realising the value of open space  
 Policy 3D.12 Bio Diversity and Nature Conservation  
 Policy 4A .1 Waste Strategic Policy and Targets  
 Policy 4A.6 Improving air quality  
 Policy 4A.7 Energy efficiency and renewable energy  
 Policy 4A.8 Energy assessment  
 Policy 4A.9 Providing for renewable energy  
 Policy 4A.10 Supporting the provision of renewable energy  
 Policy 4A.11 Water supplies  
 Policy 4A.12 Water quality  
 Policy 4A.13 Water and sewerage infrastructure  
 Policy 4A.14 Reducing noise  
 Policy 4A.15 Climate change  
 Policy 4A.16 Bringing contaminated land into beneficial use  
 Policy 4A.17 Dealing with hazardous substances  
 Policy 4B.3 Maximising the potential of sites  
 Policy 4B.4 Enhancing the quality of the public realm  
 Policy 4B.5 Creating an inclusive environment  
 Policy 4B.6 Sustainable design and construction

Policy 4B.7 Respect local context and communities  
 Policy 4B.8 Tall Buildings – Locations  
 Policy 4B.9 Large – scale buildings – design and impact  
 Policy 4B. 14 Archaeology  
 Policy 4C.1 The strategic Importance of Blue Ribbon Network  
 Policy 4C.2 Context for Sustainable Growth  
 Policy 4C.3 The Natural value of the Blue Ribbon Network  
 Policy 4C.4 National Landscape  
 Policy 4C.6 Flood Plains  
 Policy 4C.7 Flood Defences  
 Policy 4C.8 Sustainable Drainage  
 Policy 4C.9 Rising Ground Water  
 Policy 4C.12 Sustainable Growth Priorities for the Blue Ribbon Network  
 Policy 4C.16 Increasing Sport and Leisure Use on the Blue Ribbon Network  
 Policy AC.17 Increasing Access alongside and to the Blue Ribbon Network  
 Policy 4C.18 Support facilities and activities in the Blue Ribbon Network  
 Policy 4C.20 Design – Starting from the water  
 Policy 4C.21 Design Statements  
 Policy 4C.28 Development adjacent to canals  
 Policy 4C.31 Rivers, Brooks and Streams  
 Policy 5A. 1 Sub-Regional Frameworks  
 Policy 5E.1 The strategic priorities for North London  
 Policy 5E.2 Opportunity areas in north London  
 Policy 6A.4 Priorities in planning obligations  
 Policy 6A.5 Planning obligations  
 London Plan revisions/ revised waste and housing targets/incorporating in the London Plan 2006

## **5.5 The Mayor's Other Strategies**

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)  
 The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)  
 The Mayor's Culture Strategy: Realising the potential of a world class city (2004)  
 London Economic Development Strategy: Success through diversity (2001)  
 The Mayor's Ambient Noise Strategy (2004)  
 The Mayor's Transport Strategy (2004)  
 The Mayor's Municipal Waste management Strategy (2003)  
 The Mayor's Energy Strategy (2004)  
 The Mayor's Draft Industrial Capacity SPG (2003)  
 The Mayor's Land for Transport Functions SPG (March 2007)  
 GLA Sustainable Design & Construction SPG (2006)

**5.6 North London Sub - Regional Development Framework (SRDF)(May 2006)**

**5.7 Haringey's Community Strategy (2003- 2007)**

**5.8 Adopted Unitary Development Plan, 2006**

Policy G1 Environment  
Policy G2 Development and Urban Design  
Policy G3 Housing Supply  
Policy G4 Employment  
Policy G5 Town Centre Hierarchy  
Policy G 7Green Belt MOL and Green Chains  
Policy G12 Priority Area  
Policy AC2 Tottenham International  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD8 Planning Obligations  
Policy UD9 Locations for Tall Buildings  
Policy ENV1 Flood Protection: Protection of Floodplain, Urban Washlands  
Policy ENV2 Surface Water Runoff  
Policy ENV3 Water Conservation  
Policy ENV4 Enhancing and Protecting the Water Environment  
Policy ENV5 Works Affecting Water Courses  
Policy ENV6 Noise Pollution  
Policy ENV7 Air, Water and Light Pollution  
Policy ENV9 Mitigating Climate Change: Energy Efficiency  
Policy ENV10 Mitigating Climate Change: Renewable Energy  
Policy ENV11 Contaminated Land  
Policy ENV12 Development at or near premises involving use or storage of hazardous substances  
Policy ENV13 Sustainable Waste Management  
Policy HSG.1 New Housing Developments  
Policy HSG.4 Affordable Housing  
Policy HSG.9 Density Standards  
Policy HSG.10 Dwelling Mix  
Policy EMP1 Defined Employment Area – Regeneration Area  
Policy EMP3 Defined Employment Area – Employment Locations  
Policy TCR1 Development in Town and Local Shopping Centres  
Policy TRR5 A3 Restaurants and cafes  
Policy M2 Pubic Transport Network  
Policy M3 New Development Location and Accessibility  
Policy M4 Pedestrian and Cyclists  
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes  
Policy M9 Car free developments  
Policy M10 Parking for Development

Policy OS.5 Development adjacent to open spaces  
Policy OS.6 Ecologically valuable Sites and their corridors  
Policy OS.9 Lee Valley Regional Park  
Policy OS.11 Biodiversity  
Policy CLT4 Hotels Boarding Houses and Guest Houses  
Policy CW1 New Community/Health Facilities  
Policy CSV8 Archaeology

## **5.9 Supplementary Planning Guidance**

SPG1a Design Guidance and Design Statements  
SPG2 Conservation and Archaeology  
SPG3a Density, Dwelling Mix etc  
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design  
SPG6 C Restaurant, hot premises-use A3 etc  
SPG7a Vehicle and Pedestrian Movement  
SPG7b Travel Plan  
SPG7c Transport Assessment  
SPG8a Waste and Recycling (adopted 2006)  
SPG8b Materials  
SPG8d Biodiversity Landscaping, Trees  
SPG8c Environmental Performance  
SPG8e Light Pollution  
SPG8f Land Contamination  
SPG8g Ecological Impact Assessment  
SPG8h Environmental Impact Assessment  
SPG8i Air Quality  
SPG9 Sustainability Statement Guidance  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations (Adopted 2006)  
SPG 10b affordable Housing (Adopted 2006)  
SPG10c Educational needs generated by new housing  
SPG10d Planning Obligations and open space  
SPG10e Improvements to public transport infrastructure and services  
SPG11b Buildings suitable for community use  
SPG11c Town Centre and Retail Thresholds

## **5.10 Supplementary Planning Document**

Tottenham Hale Supplementary Planning Document 2006 (Urban Centre Master Plan)

## **5.11 Other**

Planning for Town Centres: Guidance on Design and Implementation Tools.  
By Design – Better Places to Live (DTLR, CABE September 2001)

CABE Design and Access Statements.  
Secured by Design  
Towards an Urban Renaissance (Urban Task Force, 1999).  
Sustainable Communities: Homes for All (ODPM, January 2005)  
The Mayor's Energy Strategy (February 2004)  
Housing Corporation Design and Quality Standards April 2007

## **6. ANALYSIS/ASSESSMENT OF THE APPLICATION**

### **6.1 Introduction**

The proposal for the development of the GLS site is in the form of an outline planning application. Determination of the application is limited to overall development principles with a focus on matters of access and siting of buildings. As such this report assesses the merits of the scheme in relation to:

- The approach to mixed use development
- Overarching considerations that relate to the whole development – design, density, environmental impact, nature conservation/ecology, transport, parking and servicing.
- Detailed considerations related to individual land uses – housing, retail, offices and social and community facilities
- Approach to managing the impact of the scheme and ensuring successful integration with the wider masterplan area (Planning Obligations).

The scheme has been the subject of a series of amendments. The original scheme was submitted in June 2006 and amended in November and December 2006. This report considers the most recent amendments, submitted in April 2007. The scheme has been amended to reflect the considerable input of key agencies/bodies such as the GLA family and CABE. The current scheme differs from the original scheme primarily in terms of the design/layout of buildings, a small reduction in the number of dwellings, the removal of a fitness centre, a reduction in office space, the safeguarding of land to the western perimeter to facilitate four tracking for the London to Stansted railway line and a doubling of the amount of public and private amenity space.

The scheme proposes an ambitious development programme which will have the potential to reshape a major part of the Tottenham Hale area and act as a catalyst for further change. The potential benefits of the scheme will have to be carefully weighed against a series of complex/delicately balanced issues that are of particular relevance to this development proposal. These include issues of design quality, density, environmental sustainability, ecology/nature conservation, access/transport and the provision of community facilities.

## **6.2 Approach to Mixed Use Development**

The scheme proposes a comprehensive approach to mixed use development (health care facility, primary school, retail units, crèche, office space, student accommodation, hotel, residential and public/private amenity space) that needs to be considered at a national, regional and local level. A hierarchy of plans/policies provides a strategic context that informs the type of scheme that would be expected to come forward on this site. This includes:

- The Sustainable Communities Plan (2003) - identifies 4 growth areas that are expected to accommodate some 200,000 additional homes. The GLS site is located within the London-Stansted-Cambridge-Peterborough Corridor. Tottenham Hale is considered to be one of most well connected nodes within the growth corridor. The plan promotes a comprehensive approach to the development of areas/sites with a balanced mix of uses to support the creation of sustainable communities.
- The London Plan (2004) and revisions to the London Plan (2006) - identify Tottenham Hale (including the GLS site) as an Opportunity Area that can play a significant role in the delivery of the Mayor's revised targets for the development of new homes within London. The North London Sub-Regional Development Framework (2006) provides further guidance on the type of development that would be expected to come forward within individual Opportunity Areas. In the case of Tottenham Hale this includes the creation of some 5,000 jobs and 5,000+ homes with the accommodation of higher density development close to the station.
- The London Borough of Haringey Unitary Development Plan (2006) and Tottenham Hale Urban Centre Masterplan (2006) propose the development of the GLS site as a residential led, mixed use scheme including health, education, retail, hotel offices and student accommodation.

The proposed scheme (in terms of mix of uses) provides a close fit with the current hierarchy of planning objectives for the site. The GLA Stage 1 Report (PDU/1699/01) concludes that "the proposed mix of uses is comprehensive and supported on strategic grounds.....Such uses will, in principle, help to promote a vibrant new place and thereby secure the objectives of the Tottenham Hale Opportunity Area Planning Framework to accommodate new job and housing opportunities with appropriate mixed use development."

## **6.3 Overarching Considerations**

### **6.3.1 Design**

Following extensive negotiation between Haringey's Design & Conservation Team, CABE and the GLA group. A further outline application (HGY/2006/1177) was submitted to the Council in April 2007 and is considered to represent very significant improvements in the design quality of this scheme. This current scheme forms the basis of the following assessment:

**Commission for Architecture and the Built Environment comments on the revised scheme.**

*"The masterplan now has the makings of a successful new neighbourhood... The scheme is a significant improvement on the last proposal we reviewed, and we warmly welcome the further work on the design approach and the energy strategy that has taken place. The shaping of the public realm now benefits from much greater clarity and the massing has a sound rationale. The principle of a tall building here is sound but its form and design are not yet successful, in our view. The overall scheme should be further tested and refined at the next design stage; the linear park in particular will benefit from additional attention."*

**GLA group comments on the Urban Design of the revised scheme**

"Overall the scheme is considered to be of a very high design quality that addresses London Plan requirements to maximise the use of the site whilst not compromising the design lead principles of development as set out in part 4B of the London Plan "Design for London". The developer's willingness to engage in a thorough review of the original scheme is acknowledged and the scheme has the potential to become an exemplar development."

**Design Aspirations of the Tottenham Hale Supplementary Planning Document**

The Tottenham SPD sets out the following key objectives for this site and provides the basis of the design assessment of the current proposals for this site. These are:

- Releasing the regeneration potential of the site by creating a high quality mixed use development
- Creating and enhancing important views
- Responding to topography
- Improvements to the transport interchange
- Enhancing the pedestrian environment
- Improving edge conditions and creating active frontages
- Protect, enhance and improve access to natural assets

**Design and Layout**

The revised scheme comprises simple courtyard blocks defining streets and parks, at the heart of which lies a residential quarter surrounded by very distinct edge conditions on the north, south, east



and west. To the south the scheme presents a strong and defined frontage to Ferry Lane, as the site is approached from the east, with a proposed tall building adjacent to the Tottenham Hale station forming a gateway to the site. The proposal integrates pedestrian circulation with its surrounding at the south west corner adjacent to the Tottenham Hale station and a green bridge from the west connects the scheme at this point with the broader Urban Centre Master Plan and across the Lee Valley to the Hale Wharf site.

The residential heart of the masterplan is organised around the east to west Linear Park and the two north to south residential boulevards. The housing is designed as simple courtyard blocks, with six storey north to south orientated blocks and four storey east to west orientated blocks. The flats are accessed from the main residential boulevards and define internal semi-private, communal or private gardens. The four storey wings of the courtyard enclosures on the southern and northern elevations are designed to maximise southern and northern light. Circulation cores are located on the public or noisy side, of the blocks to ensure all apartments benefit from better quality amenity space

### **Permeability**

The scheme presents a different edge condition which responds to its context in differing ways. Approached from the east, the tall Building and expansive public square will act as a gateway to the whole regenerated Tottenham Hale area.

The Ferry Lane frontage is characterised by a series of substantial urban blocks set behind wide pavements. The buildings overlook the green space to the south and by giving the buildings breathing space create a proper sense of entrance to the new neighbourhood. The location of a tall building makes visual and commercial sense as this is the area with the most activity.

On the east side of the site, the edge is opened up as a series of pavilions in a park creating a very strong sense of visual connectivity with the adjacent Lee Valley. This pavilion concept allows the Lee Valley to be viewed from deeper within the master plan area, maximising the benefits of waterside views to the greatest number of residential units.

On the western railway side of the site, a stronger urban edge is created with taller north to south orientated residential blocks. These blocks are designed to take greatest advantage of views across the railway as well as across the Hale Village site. Cores are appropriately located to maximise these benefits. Nevertheless, this edge will need careful architectural treatment to ensure a design quality consistent with other components within the plan.

The northern edge is defined by an ecological park created by the opening of an existing culvert. This edge also acts as a buffer to further

development opportunities to the north as an extension of the Hale Village project.

### **Connectivity**

One of the main objectives of the design of the Hale Village scheme is to integrate the site with both Tottenham Hale Station and the Lee Valley Regional Park. This will be achieved firstly through the creation of strong east to west routes across the site and, secondly, through the creation of a permeable urban environment and enhanced pedestrian and cycle routes throughout the site. Importantly, the scheme is designed so as to allow for longer term links to be developed to the surrounding area.

The scheme is characterised by a series of highly legible and permeable routes throughout the site promoting walking and cycling, linking the station and urban centre with the waterfront, the Regional Park and Tottenham Hale station.

### **Height Bulk and Mass**

The revised scheme contains a clear rationale for the distribution of bulk and mass on the site. The original proposals for the site resulted in a confused and random mixture of heights and types of building and this has been fundamentally rethought. The result is a clear massing arrangement that relates well to the internal spaces and to the surrounding sites. Taller buildings are now located adjacent the eastern side of the site and at the point closest to the rail and underground stations. The proposed tall building at the entrance to the site from the west performs an important function marking the regeneration of the site and also providing orientation within the wider area. The western edge of the site is bounded by a series of 11 storey buildings. Taller buildings around the perimeter are seeking to give sense of enclosure to the development. The blocks provide a buffer between the development and the railway line. The upper floors will also have views across the main body of the site to the Lea Valley. The southern edge buildings are also higher on the perimeter, utilising their views south and creating a sense of place for the commercial uses within the development. To the east, a series of 8 storey pavilions arranged perpendicular to the edge will capitalise on the river views.

The internal streets and buildings fronting onto the amenity spaces are mainly limited to six storeys. This height will create a strong urban character for the development, support a range of mixed uses and be capable of creating a human scale to the development.

The bulk and massing are considered acceptable in outline subject to detailed conditions and to the completion of a design code for the development as part of the legal agreement.

### **Location and design of Tall Building**

The adopted Tottenham Hale SPD supports the location of Tall buildings on this site. The SPD envisages a form of development which maximises views of the canal and the wider Lee Valley Regional Park. UDP policy UD9 identifies Haringey Heartlands and Tottenham International as the preferred locations for tall buildings in the Borough. UD9 also sets out the Council's criteria for assessing the suitability of a site for tall buildings. The policy states that applications for tall buildings will be assessed against the following criteria:

- a) High design quality
- b) acceptable relationship to surroundings
- c) appropriate site size and setting
- d) wind turbulence and overshadowing
- e) impact on historic environment, Green Belt and MOL.

The Hale Village outline development proposes a single eighteen storey tower as a key component of the development. Although the prevailing character of the area is low rise there are a variety of building heights in the local area, including an eight storey residential building, located to the west of the Tottenham Hale Gyrotory at the High Cross Estate.

The tall building is intended to provide a new locally distinctive high quality landmark that will define the character of Tottenham Hale and which will act as a new gateway to the area. The height of the tall building is a response to the potential offered by the surrounding environment, by enhancing the riverside setting with natural overlooking and maximising the benefits provided by the views across to the reservoirs. The development of a landmark building on this site will only serve to enhance the site if it is designed and constructed to the highest possible design standards. The illustrative drawings provided with the outline application shows a rather bulky 18 storey structure with an awkward extended base forming a podium on its eastern side. A simple tower which rises directly from the ground is likely to produce a much more elegant solution.

CABE have supported the location of a tall building on this part of the site. However they have expressed concern regarding the detailed design of the tower and the impact on the public area around its base. Further work is needed to produce an elegant tower of quality in this location. CABE have indicated that it is not the precise height of the tower which is crucially important but the elegance of its form, how it emerges from and contributes to the public realm and contributes to the surrounding public realm and the quality of its architecture. CABE have suggested that a fresh architect be engaged for this task.

The GLA group have also supported the inclusion of a tall building in this scheme. The GLA stage 1 report on this scheme states the following:

*"This location is considered entirely appropriate for a tall building given its high transport accessibility and the contribution that it could make as*

*a catalyst for the regeneration of an area as set out in London Plan policy 4B.8 “Tall buildings-location”. The tower would benefit from being taller to give it slimmer and more elegant proportions and Haringey Council is urged to take the opportunity provided by the development of this site to provide a genuine landmark for the regeneration of the area”.*

In conclusion whilst the location of the tall building is considered acceptable in urban design terms. The tall building shown on the illustrative plans accompanying this scheme is not considered to present a design solution of sufficient quality for this key building for the Borough. It is therefore recommended that the design of the tall building be the subject of a design competition. Design competitions are a recognised method of securing high quality solutions for difficult sites. It is crucial that the design of the tall building meets the aspirations of the community in Tottenham and the wider area. A condition requiring the setting up of such a competition has therefore been recommended as part of the outline planning consent.

### **Views**

The principal issue in terms of views relates to the location of a tall building at the edge of the Lea Valley Park. The park and adjoining reservoirs are open in nature and provide substantially unbroken vistas from the site east towards Walthamstow. It is noted that the location of a tall building on this site will have a substantial visual impact upon the park and its environs. This site has been designated as suitable for a tall building in Haringey UDP and The London Plan and it is important that any visual impact resulting from this scheme should be mitigated by the use of high design standards in relation to materials and form.

### **Movement**

A defining element of the outline proposal is the strong urban street network that has been used to provide access into and around the site. The street network also serves to integrate the development into the wider area. This network is based on a strong north, south, east and west axis incorporating a curved street of retail frontage that runs from south western corner to the south eastern corner.

### **Building Typologies**

The building typologies are derived from the predominantly residential nature of the new neighbourhood. The principle of consistency of building type will provide a strong unifying influence on the quality and integrity of the overall development. This in turn will have greater impact on the detailed quality of the future housing blocks than rules setting out palettes of materials, styles and details.

Defining building typologies at this stage will encourage architectural expression and reinforce the aspirations of the urban centre masterplan which seek to create a high quality neighbourhood in Tottenham Hale. The building typologies have been amended in the revised scheme to avoid single aspect north facing flats and long

unbroken corridors. The Design statement submitted with the current application sets out the key objectives for the blocks of flats within the development. These are:

- The larger flats to have dual aspect in all but a very few cases.
- Corner flats with two adjacent frontages to have dual aspect
- All flats are to receive direct sunlight at some time of the day
- Long corridors to be avoided
- All ground floor units to have their own front doors

### **Types of Residential Building Blocks**

The typologies will determine the quality of buildings particularly in how they function and the amenity they provide. The various building types have relationships with the different character areas while more than one building type may be appropriate for several different character areas while more than one building type may be appropriate for a single character area. The current scheme is made up of four residential typologies :

- Linear blocks with clusters of up to six flats per floor around a single stair and lift core providing dual aspect to two bedroom flats.
- Linear blocks with balcony access to a maximum of five flats per floor providing dual aspect to all flats.
- Pavilion blocks containing as many flats per floor as is feasible to cluster around a single stair and lift core while keeping within escape travel distance limits and providing the most advantageous views to the maximum number of flats.
- Residential tower arranged to take advantage of views and of sunlight and providing dual aspect to the majority of flats.

### **Spatial Hierarchy**

There are three main components of the Spatial hierarchy on the site:

- Public space;
- semi-private or communal space;
- Private space

Public space will form the largest component. Its design and treatment will emphasise the objective for openness into and within the development. It will particularly reinforce the important concept of bringing the (Lea Valley Regional) Park into the village. Semi-

private space is intended to provide amenity for residents. It should give a feeling of ownership and security without suggesting exclusivity. There should be a visible connection between public space and ground floor communal space particularly where it can further reinforce the concept of bringing the Park into the village. There will be further opportunities for communal space within the areas of the extensive green roofs. A small number of ground floor units benefit from private gardens. In particular private gardens are proposed for a number of the large family units. Every upper floor residential unit has the potential for private space in the form of a balcony or, in the case of some larger units, roof terraces. There will be private space associated with the school and the crèche to provide essential play space.

## **Proposed public open space**

### **Gateway Square**

This hard landscaped area around the base of the tall building will lead visitors into the site. The Gateway Square will ensure that the scheme is fully accessible and inclusive for all, including the mobility impaired. The seamless concourse will encourage and increase the use of public transport as it will provide a direct and clear route from Hale Village to Tottenham Hale Station via the Ferry Lane Bridge across the railway. This direct connection to the station will help to alleviate dependency on cars and will promote the use of existing local facilities. By encouraging the use of public transport, the scheme supports its high density, facilitating the efficient use of existing transport and other local infrastructure and opens up the barrier that the railway line currently imposes on the site. Accessibility and legibility for pedestrians and cyclists will be enhanced by clear delineation between the public space and the new public routes created. The enhancement of local views through and from the site, and the creation of landmark and gateway features will encourage pedestrian and cycle movement and exploration. The development will ensure that longer term connections can be introduced at a later stage to connect the site to its surroundings as contained in the masterplan. A bridge link crossing over the railway to the north of the station would provide a direct link into a redeveloped station, and across Watermead Way to connect to Tottenham Green. Enabling works will also allow for a potential bridge link across the River Lea to connect to the Hale Wharf site.

### **Linear Park**

The park provides the opportunity to create a focus in the proposed 'green link' from Tottenham High Road to Hale Wharf. A similar example can be seen at Hammarby Sjöstad in Stockholm, where a network of green spaces and parks is extremely strong, providing a

range of environmental and health benefits and making the area extremely attractive to residents. The Hale Village has been designed to create an attractive area of parkland which incorporates a variety of uses for residents and visitors. The park commences in the west with a 'green ramp' (which will be developed in the longer term) leading down from the proposed pedestrian bridge over the railway line. The route works its way into the park by way of a series of ramps, softened with planted margins. At the base of the ramp, the central space is hard in character, with seating and paving. The crèche is located to the northeast of the park and an external play area provides an amenity for younger children. The green space will be suitable for informal play, though gentle land form will be used to inhibit some ball games. The carriageway of Acorn Street is elevated at this point to give priority to pedestrian movement and strengthen the route towards Mill Mead Road, the Lee Valley Regional Park and via the proposed bridge to Hale Wharf.

### **Eco Park**

The northern end of the site is to be landscaped to create an eco park. This area provides the opportunity to create a new landscape feature of high ecological and amenity value. It will create a green corridor with a more direct link to the landscape of the Lee Valley Regional Park. The park will provide the residents with an area of contrasting environment from the Linear Park, which is a structured landscape or the Retail Crescent, an urban space. The current culvert housing the Moselle Brook will be removed to create an open watercourse, supplemented with open swales to accommodate storm water run off from the development area. The area will have planted margins designed to reflect the natural habitats of the Lee Valley and to assist with the cleansing of run off prior to its merger with the Pymme's Brook. A curving pedestrian board walk will provide an attractive informal route.

The eco park is located close to the proposed school, and may well be able to provide an educational amenity for the area and in particular the proposed school

### **The Ashley Park Green Link**

This new, strategic route is a cycle/pedestrian green route that will provide better connection across Tottenham from the High Road through to the Lea Valley regional park. The provision of this link is a key component of the Tottenham Hale SPD. The outline application has sought to accommodate this link within the site by providing a ramped access into the site from the western boundary bringing the route into and across the site and towards the new pedestrian bridge across the Lea Navigation and on to Hale Wharf.

This link is envisioned as opening up the park to increased recreational use by local residents. This ramped access at the

western edge of the site is seen as functioning as a landscape feature providing access and views into and across the application site. The green link emerges into the site as a linear park across the centre of the site

### **Design Coding**

The Hale Village Design Code will help deliver the vision expressed in the Tottenham Hale Urban Centre Masterplan for this site. The design code will provide a vision, a rationale and a set of requirements (the codes themselves) as to how to achieve the aspirations.

A design code is a set of specific rules or requirements to guide the physical development of a site or place. The aim of design coding is to provide clarity as to what constitutes acceptable design quality and thereby a level of certainty for stakeholders that can help to accelerate the delivery of good quality new development. The design code seeks to establish a level of quality that both the developer and local authority agree and which forms part of the section 106 agreement for the development

### **Hammarby Sjostad**

#### **The Swedish approach to design led regeneration**

The scheme represents a design led approach to regeneration and is based on a CABI Exemplar project in Sweden, Hammarby, Sjostad in Stockholm. This is a high density residential and mixed use development built on contaminated brownfield land in the centre of Stockholm. The development is arranged as urban blocks between 4 and 8 storeys in height. The spine of the new district is a 37.5m wide boulevard and transport corridor, which connects key transport nodes and public focal points.

The design process at Hammarby started with a strategic masterplan and the district was then divided up into a series of character areas. Detailed design codes were subsequently prepared for each of the character areas. This approach has resulted in an exceptionally high standard of design. Hammarby Sjostad is an internationally recognised example of high quality high density mixed use development.

#### **Character Areas at Hale Village**

The identification of character areas will inform and reinforce the quality of the detailed design at Hale Village.

The character areas will respond to key elements of the sites location both in terms of scale, topography and the protection of certain views. It will inform the choice of materials, the imagery and aspects of architectural detail such as balconies and window size. Each character area will be identified by a set of features including natural assets, amenity spaces, arrangement of roads, views, daylight, sunlight, building uses. The character assets of each of the areas will be of key significance in informing both the architecture of



the buildings and the detailed design of the spaces between them. The Design Code will identify more detailed typologies and indicate how they apply them to each of the character areas.

### **Density**

Supplementary Planning Guidance 3a (Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes (adopted October 2006) sets out the methodology for calculating density. For mixed use developments the residential site area should be calculated using total net site area apportioned between the various uses by floorspace. Approximately, three quarters of the total floorspace of the proposed development is proposed for residential use. Using this methodology, the scheme generates a residential density of 910 habitable rooms per hectare. The density figure has been reduced when compared to the appeal scheme which stood at 949 HRA.

UDP Policy HSG9 'Density Standards' requires residential development to be normally provided at a density of between 200-700 habitable rooms per hectare (hrh) and should have regard to the density ranges set out in Table 4B.1 of the London Plan. Higher density development up to 1,100 hrh may be acceptable provided the proposed development is in a central area with good public transport accessibility and predominately comprises flats, is in an Opportunity Area or comprises a mixed use scheme and where a planning brief for the site has been adopted and recommends high densities. The proposed development is located close to Tottenham Hale station and interchange in an area of good public transport accessibility, within the Tottenham Hale Opportunity Area as defined in the London Plan, is a mixed use proposal and is subject to a masterplan supplementary planning document.

The adopted Urban Centre Masterplan (paragraph 4.35) refers to an aspiration of higher density development at Tottenham Hale due to its Opportunity Area status and proximity to good public transport accessibility. Higher density development will only be appropriate where existing environmental and locational constraints can be overcome. The reasoned justification (paragraph 4.33) to UDP Policy HSG9 states that the density ranges will be applied flexibility in light of local circumstances having regard to the following factors: the character of the surrounding area; historic heritage context; the characteristics of the site; the quality of the design; the range and mix of housing types; the level of service provision and public spaces; and car parking provision.

The GLA stage 1 report states that the density of the current proposal is marginally above the density figures within the London Plan, which suggest an upper range of up to 275 dwellings per hectare for in an urban area with a PTAL of 4.

*“ The London Plan recognises that the density matrix is not static because it provides a tool for increasing density in situations where transport proposals will change the public transport accessibility ranking as in this instance. The London Plan further recognises that appropriate density is also a function of design quality and local context and is not just a matter of mathematical calculation. The existing local context is primarily that of a large industrial estate whilst the aspiration for the area, which is an Opportunity Area within the London Plan, is for a new urban centre of the highest quality. Whilst above the London Plan density range the quality of design has been tested and is considered to be of a high standard. This combined with the potential accessibility improvements to the area are considered to justify the density of the development proposed.*

In conclusion, It is considered that the proposals do address and overcome the locational and environmental factors and constraints and that the quality of the design justifies higher density development on this site. As such, the proposals accord with the aspiration of higher density development in the Urban Centre Masterplan. In turn, the proposals accord with Policy HSG9.

Overall, the scheme creates an exemplar development in urban design terms which will act as a catalyst to the wider regeneration of Tottenham Hale. Hale Village will comprise a high quality landmark development that vastly improves upon the current visual setting of the area. It will raise the physical and visual profile of Tottenham Hale and by so doing will demonstrate the confidence that the area is now given by private sector development. It will set a quality benchmark that all future developments will aspire to follow, not only locally but London-wide.

### **6.3.2 ENVIRONMENTAL STATEMENT**

The proposed development has been assessed in accordance with the EIA Regulations. Where significant environmental impacts have been identified, ways of mitigating their effects have been identified so that adverse effects will be prevented, reduced or offset.

#### **Socio- Economic**

The socio –economic context and impact of the new development proposals. These are assessed in relation to current policy context and baseline information relevant to the demographics and amenities for the surrounding site area up to a radius of 1km around the site.

The socio-economic context and impacts of the proposals are assessed in particular relation to the regenerative importance of the project, and the ability to deliver positive change to the area. Listed

below is a list of mitigation measures to resolve negative impacts outlined in the EIA.

- At construction stage, employment of local contractors and construction workers to ease strain on local facilities + transport.
- Existing area residents to be offered first refusal on affordable homes
- Provision of childcare facilities in the new development may provide employment opportunity for local residents
- Promote employment of local contractors and construction workers to ease strain on local temporary accommodation during construction stage
- For construction phase, research in to availability of local temporary accommodation. Provision of local temporary accommodation
- During construction, promote employment of local contractors and construction workers to stimulate local economy
- During construction, provision of alternative jobs and sites for existing industry on site
- Phased removal of existing industry on site
- During construction, provision of good on-site amenity facilities such as canteen, toilets etc.
- Retail units and amenities to complement existing retail in the area and not cause negative impact on customer base
- Encouragement of local workforce to work in development, in both construction and operational phases
- Encouragement of use of non-car transport to development, in both construction and operational phases
- Provision of new local transport and adaptation local transport infrastructure to allow for non-car use and facilitate extra public transport use
- Adoption of best practice in construction guidelines.

### **Landscape, Townscape and Visual Impact**

This section provides an assessment of the predicted landscape and visual effects of the development proposals on the existing landscape. Listed below is a list of mitigation measures to resolve negative impacts outlined in the EIA.

- Positive impacts will be ensured through the creation of interesting facades and high quality architectural finishes that will enhance the appearance of buildings and views
- Provide a strong landmark near to the station in order to enhance the sense of arrival and a high quality gateway into Tottenham Hale

### **Transport Impact**

This section assess the transport related impacts of the Hale Village development on the existing surrounding transport network. Listed below mitigation measures to resolve negative impacts outlined in the EIA

- Implementation of a Travel Plan to encourage travel by sustainable modes.
- Provide favourable traffic signal phasing for pedestrians at local junctions.
- Plan construction vehicle movement timing and routing to minimise impacts.

### **Air Quality**

The potential air quality issues resulting from the proposed development. This covers the regulatory framework, outlines the existing air quality baseline conditions and identifies any potential changes in air quality arising from the construction and operational phases of the proposed development. Listed below is the recommended mitigation measures to resolve negative impacts outlined in the EIA

- Various dust and nuisance control measures as outlined in Code of Construction Practice (CoCP).

### **Noise and Vibration**

This section considers the impact of the noise and vibration associated with the proposed Hale Village development in Tottenham Hale. The proposals are for residential led mixed-use development that includes office and retail, a health care centre, a creche, a hotel, student accommodation, and a primary school. . Listed below is a list of mitigation measures to resolve negative impacts outlined in the EIA

- Where practicable, mitigation methods as detailed in BS 5228: Part 1: 1997 Noise Control on Construction and Open Sites will be adopted during construction works.
- Low noise and vibration construction methods will be used wherever possible.
- There will be a discernable increase in noise levels on Jarrow Road due to traffic flows.
- Mitigation in the form of restricting vans and lorries may be required.
- Building services can be designed to ensure that the environmental noise emission requirements of the London Borough of Haringey can be satisfied. This can be achieved through the use of ductwork silencers, acoustic louvers, additional screening, selection of low noise plant etc.
- The location and selection of any micro-turbine will be such that the WHO recommendations are satisfied.
- Requirements of the London Borough of Haringey will be followed with regards to any licensed premises.

- Noise should be sufficiently attenuated by appropriate building materials.
- Clauses should be included within the retail/office Landlord's requirements that require any occupants of the retail/office units to reduce their noise impact on the surrounding area.

### **Surface Water and Water Resources**

This section discusses the impacts of the development on surface waters including site drainage, flood risk and potential water quality impacts. The main sources of impacts to the aquatic environment are from the volume and quality of surface water runoff. In addition, this section deals with the potential for impacts on groundwater resources.

Listed below is a list of mitigation measures to resolve negative impacts outlined in the EIA

- Unculverting the Moselle Brook is a benefit and balances other habitat losses. Appropriate planting and profiling will maximise benefits.
- The change in the flood risk will result from a reduction in hard-surfacing of the site and use of green roofs and de-culverting of the Moselle Brook.
- The decrease in peak storm water flows will result from a reduction in hard-surfacing of the site and use of green roofs and de-culverting of the Moselle Brook.
- Application of drainage and other construction controls for the construction effects on groundwater, and water-borne surface water pollution.
- Measures to reduce water consumption to include water efficiency measures, grey water re-use and rainwater harvesting to mitigate against an increase in water consumption.
- To mitigate against the increase in sewage volume, measures to reduce water consumption to include water efficiency measures and grey water use.

### **Ground Conditions and Contamination**

This section addresses the geological, hydrogeological and ground conditions of the existing site and assesses the baseline conditions for these factors. From the baseline conditions the source, pathway and receptors can be identified, and any potential impact and possible mitigation solutions identified.

- Provide clean soil cover (minimum thickness 0.5m) for exposed made ground (and natural soils) in soft landscaped areas suitable as a growing medium in areas of soft landscaping.
- Use of only validated sources of imported materials for clean soil cover. Proposed imported materials from each individual source

should be validated with appropriate chemical test certificates and approved in advance of materials being delivered to site.

- Approval of the remediation proposals by the relevant authorities
- Further testing to delineate the extent of the nickel contamination 'hotspot'.
- Measures to protect the health and safety of site workers during the remediation, enabling and construction works and to control any possible pollution caused by the works.
- Incorporation of gas protection measures in new buildings to prevent gas being released from the ground into the new buildings.
- Where passing through potentially contaminated ground, buried services should be placed in a service corridor and surrounded with clean uncontaminated material by the provision of clean fill in service trenches.
- At enabling/construction works stage, monitor ground works for previously undetected suspect materials and carry out appropriate additional testing.

### **Wind Effects**

Tall buildings can induce high-level, high speed wind down to ground level and general massing can also accelerate the wind so that pedestrians may be uncomfortable or, in extreme cases, experience difficulty in walking. Wind comfort is an important consideration because it can impact on the pedestrian use of an area. e.g. If a main pedestrian thoroughfare is too windy for people to walk along then they may seek alternative routes which effects the footfall for business lining the thoroughfare.

This section considers the likely wind conditions at pedestrian level around the site and the following mitigation measures to resolve negative impacts outlined in the EIA.

- Windier courtyards(northwest and north-central plots) to benefit from localised screening and planting to ensure conditions suitable for sitting
- If there are entrances near windier corners along the south and west perimeter of the site, these should be re-located, screened or recessed to ensure a comfortable 'buffer' space outside the entrance (with a residual negligible impact).

### **Archaeology**

The archaeological potential of the site. Details of the history of the site and surrounding area have been drawn from desk-based appraisals of the archaeological potential of the site previously undertaken by AOC Archaeology. The site is situated in an Area of Archaeological Potential, but does not contain any listed buildings or scheduled ancient monuments. Mitigation measures to resolve negative impacts outlined in the EIA.

- Conduct assessment during construction phase, specifically related to the piling works as these are the only works that will occur beneath the base level of the air raid shelters

### **Radio and Television Interference**

The potential impact of the proposed Hale Village development on reception of terrestrial and satellite television and radio services in the surrounding areas. Appropriate mitigation measures will be suggested in relation to potential effects identified.

Mitigation measures to resolve negative impacts outlined in the EIA.

- Appropriate surveys to be undertaken prior to construction and following the completion of Hale Village in order to establish whether an impact on reception of satellite and terrestrial television has occurred that is directly attributable to the development
- Re pointing of existing aerials towards one single transmitter station will allow restoration of reception of satellite and terrestrial television to be achieved.
- Re pointing of existing aerials within the affected areas towards the transmitter stations at Enfield. Walthamstow, Lee Bridge and Alexandra Palace would allow the restoration of service without any ghosting of terrestrial images in existing residential areas immediately south of GLS site at Jarrow Road and industrial area north of the site.

### **Phasing**

The phasing methodology considers the sequencing of key activities throughout the design development and construction stages to mitigate potential duplications and frequency of operations that may cause nuisance.

- Phase 1 is based on the mitigation of the period of time in which the most nuisance provoking activities will be carried out.
- Phase 2 is based on the mitigation of nuisance provoking activities being carried out with in the proximity of the receptors. The site accommodation and material handling facility is located on the North West Corner of the site for Phase 2. This location is proposed due to the distance from the receptors, has direct access to Mill Mead Road, and will be within the last phase of the development and is assumed that it will be a 24-hour operation.

### **Construction**

The construction methodology considers the sequencing of construction activities throughout the design development and

construction stages to mitigate potential duplications and frequency of operations that may cause nuisance.

- At demolition, site clearance and general enabling works stage, employment of local contractors and construction workers to ease strain on local facilities transport .
- Only plant conforming to relevant national or international standards, directives and recommendations on noise and vibration emissions to be used. Construction plant will be located, as far as is reasonably practicable, away from adjacent occupied buildings or as close as possible to noise barriers or site hoardings where these are located between the plant and the buildings.
- Hoardings and screens, where practicable and necessary to provide acoustic/visual screening at the earliest opportunity.
- As a requirement for the demolition and construction works, a Construction Environmental Management Plan (CEMP) will be adhered to. This will cover noise and dust control, control of drainage and other relevant issues. Adherence to the CEMP will ensure that demolition and construction impacts are controlled to within acceptable limits. The CEMP will enable a high level of control of potential construction effects, thereby protecting the amenity to nearby residents and users.

### **Flood Risk Assessment**

The application for the planning permission is accompanied by a Flood Risk Assessment which identifies the flood risk to the site and addresses the requirements of planning Policy Guidance Note 25 – Development and Flood Risk.

PPG25 explains how flood risk should be considered at all stages of the development process. Susceptibility of land to flooding is a material planning consideration.

The environment Agency has a lead role in providing advice on flooding issues in relation to planning applications and has identified a need for a flood risk assessment for the site.

Thames Water has also been consulted in relation to the development of the site and their reply has been taken into account and appropriate conditions and informative added to the recommendation.

Policy ENV1 Flood protection: Protection of the Flood Plain and urban washlands of the Haringey Unitary Development Plan states that planning permission will not be granted for development proposals in areas of flood risk that fail to demonstrate that flood floors are not impeded and that flood storage capacity not reduced.



A flood risk assessment has been carried out with close reference to the Environment Agency model data for this location. The majority of the site is in a flood risk of 1 in 100 chance occurring each year. There is flood protection already in this area and the development has proposed increasing this by raising the ground floor risk areas 300mm over this risk level.

The proposed development has been assessed in accordance with the EIA Regulations. Where significant environmental impacts have been identified, ways of mitigating their effects have been identified so that adverse effects will be prevented, reduced or offset. Overall, the submitted ES concludes that the development is not likely to have significant environmental impacts. In summary it concludes that:

- The mixed use development at this site accords with both national and local planning policies for re-use of urban land.
- The proposal will not have a significant detrimental impact on the Lea Valley Ramsar site and Special Protection Area for Birds.
- The visual impact of the proposed development will be generally limited, except from the east where the proposed development would become a fairly prominent feature. Design measures developed during detailed design will seek to soften the appearance of the buildings.
- That although the site is within an Archaeological Priority Area but has little significance in relation to archaeological remains dating before the mid 20<sup>th</sup> century.
- The transport assessment has shown that the level of traffic generation expected post-development will not significantly affect the local road network.
- Assessments of the impact of traffic generated by the development have demonstrated that neither air quality nor the ambient noise levels in the vicinity of the development will be affected to any significant degree or are easily mitigated.
- Assessment of the impact of the development on water resources has shown that they will not be affected to any significant degree.
- An assessment of television and radio reception has shown that this should not be significantly affected as a result of the proposed development.
- As a requirement for the demolition and construction works, a Construction Environmental Management Plan (CEMP) will be adhered to. This will cover noise and dust control, control of drainage and other relevant issues. Adherence to the CEMP will ensure that demolition and construction impacts are controlled to within acceptable limits. The CEMP will enable a high level of control of potential construction effects, thereby protecting the amenity to nearby residents and users.

A screening and scoping request was received from the applicant's under the Town and Country Planning (Environmental Impact

Assessment) (England and Wales) Regulations 1999 (SI 1999/293) with regard to development at the former GLS site, Ferry Lane, Tottenham Hale, N17 in September 2005. The response to this request confirmed that an Environmental Impact Assessment was required due to the scale of the proposed development and after consultation with statutory consultees and a response to the scoping request was made.

The following bodies were consulted and gave their views in relation to the proposed Environmental Statement the Environment Agency, Natural England (formerly English Nature), Countryside Agency, Health and Safety Executive, Lea valley Regional Park Authority, London Transport, Thames Water, English Heritage, Transport for London, London borough of Waltham forest, London Development Agency, British Waterways, Greater London Authority).

The environmental information provided in the Environmental Statement as a part of the May 2006 planning application, was part of the original application and was in response to this original scoping request. The Environmental Statement provided was independently reviewed by the Institute of Environmental Management and Assessment (IEMA) in August 2006. There were some clarifications highlighted by the IEMA and these were addressed within "Hale Village Outline Application Volume 3: Environmental Assessment". This was also reviewed by the IEMA. It is considered that the Environmental Statement satisfactorily covers the environmental impacts of the proposed development and the mitigations necessary to deal with such impacts and the recommendation of this report includes planning conditions and/or proposes elements of the proposed s106 to control and deal with these issues at the construction and operational stages of the proposed development.

### **6.3.3 Energy**

A district heating infrastructure has been proposed and discussion regarding a district cooling scheme has taken place.

Cooling and Combined Heat and Power (CCHP) fuelled by gas and supplemented by biofuels, has been proposed. This would be supported with a heat storage system. The power of the plant would initially be 225 kilowatts of electricity and 300kilowatts of thermal power, increasing to 850 watts of electricity and 1000 kilowatts thermal. This will cover 45% of the annual heat load for the site, with approximately an additional 40% covered by the biomass boiler in addition to the thermal store. Any further power will be provided by gas boilers.

Potential air quality impacts will be mitigated by infrastructure design and specification of the combined heat and Power (CHP) and biomass

plants. A 150 kilowatt absorption chiller has been proposed. The effectiveness of this for the entire site has not been clarified.

A minimum of 10% Carbon Dioxide emission reduction will be achieved via the proposed use of biomass boilers for a district heating network. Calculations provided imply this will be exceeded and may be in the region of 20% carbon dioxide savings. Full details of the proposed energy measures are to be included in the S106 agreement.

#### **6.3.4 Ecology and Nature Conservation**

The site is located close to the Walthamstow Reservoirs SSSI (Site of Special Scientific Interest) designated because of a major heronries and breeding wildfowl. Reference has been made to previous two phase one Habitat surveys – in June 2002 and October 2005 and a winter bird survey (January – March 2002 and October 2005 to February 2006) assessing the ecological value of the site. The location is currently a poor environment of low buildings and hard surfacing. The site itself is of low value to wildlife.

There is a strip an ecologically valuable land, grade II, to the West of the site is made up of regenerating scrub. The development will include construction on a part of this area. This loss is being compensated for by planting shrubs and climbers along the western edge of the development, the de-culverting of the Moselle brook and surrounding this with a landscaped buffer . This will act as an improved area of nature conservation and will also contribute to the storage of rainfall draining from the site.

Opportunity will be taken to enhance the wildlife value of the site, in addition to deculverting the Moselle brook, proposals have been made to install appropriate bird boxes and bat boxes within the site to compensate for the loss of breeding sites. A Japanese knotweed (*fallopia japonica*) eradication programme, application of noise and other construction controls and controls on lighting will mitigate the effect of the development on nocturnal and diurnal biodiversity in and around the site.

#### **6.3.5 Transport**

The transport impact of the development has been assessed in the context of the Council's policies in the UDP and SPG:

**Policies M2 and M3:** These policies require that a developer considers the needs of public transport users in the design of a development and, a development of this magnitude should be located where there is a good level of public transport provision which would result in reduced need for car use and where travel by other sustainable travel modes

can be encouraged. This proposed development is located in an area with good public transport accessibility level and within a walking distance of Tottenham Hale station. We also examined the proportion of residents of this site who are likely to use public or other sustainable transport and, estimate that some 60% would walk or use public transport and 1% would cycle, with the remaining 39% travelling by car, in line with the prediction reported by the applicant's consultants', MVA. We have therefore considered that majority of the prospective residents and patrons of this development would travel by public transport or other sustainable travel modes.

**Policy M4:** Under this policy, new development proposals should have a design layout that encourages walking and cycling to and from the site. There is currently a pedestrian footway connecting Tottenham Hale station to Ferry Lane. The footways on Ferry Lane and Mill Mead Road are narrow at some 1.2metre wide and thus require widening to 2metres. To support the policy, the developer should dedicate an area of land on Ferry Lane and Mill Mead Road as public highway, by way of S.72 agreement under the Highways Act 1980, so that this footway extension can be carried out through S.278 agreement. This would enhance pedestrian amenity between the site and the public transport interchange. We have also identified a pedestrian staircase opposite this site, abutting the footway south of Ferry Lane, which leads to Jarrow Road. Improvement to the lighting/paving materials around the stairs and the adjacent bridge would be required to encourage more walking into the site from the south. In addition, improvements to Mill Mead Road/Jarrow Road junction would be required to enhance pedestrian safety and amenity.

An existing pedestrian ramp built on a gentle slope is located east of this staircase, connecting with the footway south of the site and Ferry Lane, offering a linkage with the footway on Ferry Lane and Jarrow Road. It is envisaged that wheelchair users and parents with buggies/prams can also use this ramp, when traversing south of the site towards the access under the railway bridge. We also feel that the proposed southern vehicle access off Jarrow Road should include a footway with improved lighting around the underpass.

**Policy M5:** This policy enables the Council to support the protection, improvement and creation of pedestrian and cycle routes in the borough in order to encourage travel by these modes. We have identified areas where pedestrian and cyclists' condition can be enhanced. In particular, we require traffic calming measures and parking restrictions on Mill Mead Road. Also within the proposed site, we are concerned with the proposal to create pedestrian walkway on the same level (albeit with different paving material) as the circulatory area for vehicles including lorries, in non-pedestrianised area north of the site, as indicated in the access statement. We are requiring the applicant to provide a raised footway in these areas, with appropriate dropped kerbs at strategic points for wheelchair users.

Moreover, the applicant should provide a raised crossing/table and footway at the intersection of the southern access with Jarrow Road. The applicant has also proposed some 1675 cycle racks including 1250 racks for the residential units, in line with the London Plan, TfL's requirement and above the Council's cycle parking standard. Nevertheless, we require some improvements to cyclists' conditions in the immediate vicinity of this development and these are:

- An advance stopping line for cyclists at Jarrow Road exit arm onto Ferry Lane and an upgrade to the cycle route along Ferry Lane.
- The cycle route running parallel to River Lea, east of the site, would also require some uplifting.

**Policy M9 Car Free Development and M10 Parking for Development and Appendix 1- Parking Standard:** We also considered the criteria for a car-free development which are that the public transport accessibility level is good with alternative means of transportation and, a controlled parking zone exists or will be provided prior to the occupation of this development. Since this site does not fulfil all these decisive factors due to lack of parking control mechanisms, we have accepted that some car parking provision should be made by the applicant. The applicant has proposed 800 car parking spaces with 69% and 31% split between access via Mill Mead Road and Jarrow Road (see Plan Nos. 105 and 106). We are content with this level of parking because it forms only 68% of the maximum car parking requirement specified in Appendix 1. We have also examined GLA's view that the 40 car parking spaces proposed for the primary school and crèche are excessive. Whilst we accept that the parking standard requires that 26 maximum car parking spaces should be provided for this aspect of the development, the surplus spaces (14) can be offset against the under-provision in the hotel part of this development, where the proposed number of car parking spaces is less than half the maximum parking requirement (25 spaces proposed instead of the 66 spaces calculated from the parking standard). The following is a breakdown of the car parking to be provided in relation to each use as follows:

Retail 20 spaces, office 4 spaces, Health Centre 5 spaces, Primary School/Creche 40 spaces, Hotel 25, Residential 706 and Student accommodation 0. Total 800 spaces.

**Vehicle accesses:** The applicant has proposed to route majority of the development traffic (69%) through the three accesses off Mill Mead Rd with the remaining 31per cent of the vehicles (218 out of the 704 spaces in basement level 1) accessing the southern car parking spaces off Jarrow Rd. Concerning deliveries to the site, the applicant has stated that only two heavy goods vehicles per week would use the southern access off Jarrow Road to deliver Biomass fuel with other servicing lorries including refuse and emergency vehicles accessing

the site via Mill Mead Road. Additional traffic pressure is expected to be exerted on Mill Mead Rd/Ferry Lane junction. However, we have considered that the travel plan measures, which would encourage residents/patrons to use public transport for their journeys, once in place, would reduce the traffic impact of this development at this location. The southern access to the site via Jarrow Road is through a private access under Ferry Lane. This would need to be improved at the developer's expense and adopted as public highway. This should be through a direction under S.87 of New Roads and Street Works Act 1991. This direction is required as we do not have details of land ownership and allows the Council to require the developer to pay for any claims for the 12 months following the completion of the access road.

**Impact on existing public transport infrastructure:** MVA have assessed existing and post-development residual capacities of the buses, underground and surface rail travelling to and from Tottenham Hale and the analyses have shown that even with the supplementary bus passenger demand arising from this development, there would still be a reserve capacity of 38 and 34 per cent in the critical morning and evening peak hours respectively. MVA also forecast that Victoria tube line would have residual capacity of some 52 and 69 per cent in the morning and evening peak hours respectively once the forecast passenger demand associated with this development has been added. We have agreed with TfL that there is sufficient spare capacity in the existing public transport provision at this location but the 'W4' bus service would require some upgrade alongside other public transport enhancement measures identified as part of the Travel Plan and S.106 contribution.

Whilst bus routes 41, 123, 192 and 230 have adequate residual capacity to accommodate the supplementary bus passenger demand forecast to be generated from this development, bus route W4 which currently travels past the site on Ferry Lane, has insufficient spare capacity to hold the projected number of passengers. We would therefore require that the capacity of this bus service is enhanced so that the additional passengers from the Hale Village development can travel by this bus service and ultimately increase the proportion of people travelling by bus.

**Generated Traffic:** Concerning the movement of vehicles to and from this development, we have used established London-based trip generation database to estimate the level of vehicular trips expected from this development. This analysis has shown that, based on comparative London sites, a development of this magnitude (some 139,460sq.m GFA) would result in a two-way movement of 758 and 662 vehicles in the morning and evening peak (0800-0900 and 1700-1800) hours respectively.

However, with this high level of forecast vehicle trips, it is considered that the impact of this development proposal, should traffic control/mitigation measures not be put into place, would be significant.

**Travel Options for Prospective Residents and Patrons:** We support consultants MVA's view that 39% of the residents would travel by car whilst 60% would walk or use public transport and the remaining 1% would cycle.

It is envisaged that the proportion of people cycling would increase in time with the enhanced cycle provision proposed with this development. We have also considered that this, combined with the proposed bus improvement measures contained in the Travel Plan, would contain the residents'/patrons'/staff's reliance on car use and intensify the use of sustainable travel modes for their journeys to and from this site.

**Highway Capacity Assessment:** MVA used Consultants Mouchel Parkman's VISSIM (visual simulation) program which assesses the volume of traffic travelling through a particular road network (in this case, Tottenham gyratory) and subsequently predicts the length of queues at each junction and the associated average delays per vehicle. Mouchel Parkman have acted as consultants to TfL on the development of options for the routing of traffic along the gyratory. The queue analysis results from this model, as detailed in MVA's transport assessment report, suggests that there is already considerable number of vehicles queuing on the Tottenham gyratory including both traffic directions on Ferry Lane, at its junction with Mill Mead Road, where a queue length equating to 18 vehicles (two-way) is predicted during the critical weekday evening peak. Once the development traffic is added to the existing traffic in this model, the number of vehicles queuing at this junction increases to 26 vehicles (two-way). This increase of 8 vehicles (two-way) represents 31% over the existing situation and thus highlights the magnitude of the impact of this development proposal on Ferry Lane.

Separate traffic modelling has been undertaken at the Ferry Lane/ Millmead Road/Jarrow Road junction. This indicates some queuing would occur on Millmead Road and Jarrow Road during the peak periods. The junction currently has no reserve and any increase in traffic generated from the development would exacerbate the existing queues. The additional impact is expected to be more critical in the morning because of the school run which does not occur in the evening peak. We have agreed with Transport for London (TfL) that the immediate highway network is currently at capacity and concluded that the applicant's focus should be on improving public transport/walking/cycling infrastructure and implementing travel plan measures geared towards curtailing the residents'/patrons' reliance on car use including restricting the car parking provision, in order to mitigate the impact of this development on the adjoining roads. With

this in mind, we have assessed existing transport infrastructure and comment as follows:

**1. Enhancing W4 bus service:** The existing W4 route provides 12 buses per hour (two-way), hence we have considered that increased frequency of this bus service will be required to accommodate the substantial travel demand expected from this development. This would also be complemented by the installation of bus stop/shelter with passenger information/countdown south of the site, on both sides of Ferry Lane. The applicant will be required to fund these proposals which are aimed at increasing bus patronage level and connections with other transport infrastructure in the Borough. TfL will be preparing cost estimates for the additional services.

**2. Car parking provision:** The 800 car parking spaces provided represent 68% of the maximum parking requirement set out in the UDP. We consider that the reduced car parking provision for this development would mitigate the traffic impact of this development on the surrounding roads. It is anticipated that some 32% of these car parking spaces (268) will be provided by the end of phase 1.

**3. Travel plan initiatives:** In order to mitigate the traffic impact of this development, we have agreed with the applicant's consultants MVA that the applicant would submit three travel Plan documents for the residential, commercial/retail/office and primary school/creche aspects of the development to the Council for approval. The following are the range of travel plan measures which would be implemented once the development is occupied:

- Restricted car parking provision: The number of car parking spaces has been restrained to 68% of the maximum car parking requirement, as stated in Appendix 1 of the Adopted 2006 UDP- Parking Standard.
- Appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.
- Provision of welcome induction pack containing public transport and cycling/walking information like available bus/rail/tube services, maps, time-tables et al, to every new resident.
- Public transport usage incentive: Discounted season tickets to be offered to the first 250 dwellings as part of the welcome induction pack.
- Establishment and operation of a car club and subsidised initial membership fee to be made available to all new residents, in order to boost the overall proportion of take-up.
- Travel information terminals to be erected at the bus stop/shelter fronting the site on Ferry Lane and strategic points (hotel/restaurant/school foyer etc) within the development.
- Development and management of a community website on travel awareness.
- Establishment and operation of on-site car-share scheme through the provision of a website-based car-share database.



- Adequate cycle provision and, establishment/operation of a Bicycle User Group which would provide forum for regular interaction between cyclists.

In summary, albeit some transport infrastructure improvement and travel plan measures geared towards minimising car-dependency are critical to this development proposal, it is deemed that these can be achieved through a S.106 agreement with the applicant to make financial contribution to walking/cycling/public transport enhancement and implement agreed travel plan measures. Consequently, the highway and transportation authority would not object to this application, subject to appropriate conditions.

## 6.4 Detailed development considerations

### 6.4.1 Housing

The development proposes the provision of up to 1210 units of residential accommodation in the form of flats designed to lifetime home standard where practicable. Residential development will be provided in both phases of construction in a series of buildings of varying heights on the site including the 18 storey tower building at the south west corner of the site. The scheme will provide 30% affordable housing (excluding student housing) based on habitable rooms. The tenure of the affordable housing will be 50% social rented and 50% intermediate housing and spread throughout the development.

The proposed development is a residential led mixed use scheme. The provision of a substantial element of residential accommodation accords with the National, Regional and Local Planning Policy. The proposed development is located on a brownfield site in a location close to a public transport interchange which has connections to Central London and is located in the Stansted – Cambridge - Peterborough growth corridor. The scheme is therefore in an ideal location to provide a sustainable development and to contribute significantly to the Boroughs overall housing need.

The Councils policy is to negotiate for a proportion of affordable housing to meet overall Borough targets of 50% of the units to be affordable. Policy HSG4 Affordable Housing of the Haringey Unitary Development Plan introduces a series of tests based upon location, scheme details or site characteristics. In this case there are a number of physical constraints to the development of the site which will need to be overcome. The GLA Affordable Housing toolkit has been applied and includes a viability test to help determine the level of affordable housing that can be sustained by the scheme. It is considered that given the nature and characteristics of the site the level of affordable housing negotiated at 30% expressed in habitable rooms is satisfactory in relation to this particular site.

The proposed development proposes that of the affordable housing units to be provided 50% will be social rented and 50% will be intermediate calculated by habitable rooms. This is considered to be an acceptable tenure split which would comply with Policy HSG 4 Affordable Housing, which states that the Council will negotiate different proportions of social rented and intermediate housing having regard to the existing proportion of social rented provision in an area, the overall amount of affordable housing proposed, the sustainability of the site and location for family housing, industrial site costs, the availability of public subsidy and other planning requirements.

The proposed development is located in an area already characterised with a high level of social rented accommodation and it is considered that the scheme represents an opportunity to redress the imbalance to promote other types of tenure which will help to develop a more mixed and balanced community in this locality.

As stated above the GLA affordable housing toolkit has been applied to the scheme and the GLA report dated 25<sup>th</sup> April 2007 states that in relation to Dwelling mix some 43% of the social rented units would be 3 and 4 bedroom units and that this element of the scheme exceeds the 35% target required by the London Housing Strategy. The GLA affordable housing tool kit supports the overall level of affordable housing at 30%.

This provision is not entirely in accordance with the Councils planning policy on dwelling mix as expressed in SPG 3a Density, Dwelling Mix, Floor space minimum, Conversions extensions and Lifetime Homes but is in accordance with the London Housing Strategy as stated above.

It is considered that because the GLS site is the closest site within the Urban Centre Master Plan Area to Tottenham Hale Station and therefore directly served by all the main public transport systems that it is appropriate that the proposed development of the site should be in the form of a high density residential development with an emphasis on the provision of 1 and 2 bed flats both affordable and for sale on the open market. The Urban Centre Master Plan makes it clear that there will be an increased proportion of larger units developed on the other sites situated further away from Tottenham Hale Station starting with Hale Wharf and Ashley Road where the proposed development will be relatively less intense.

### **Lifetime Homes**

London Plan Policy 3A4 Housing Choices states that new developments should offer a range of housing choices, in terms of the mix of housing sizes and types and that all new housing is built to 'Lifetime Homes' standard and that 10% of the new housing is designed to be wheelchair accessible.

The Planning Statement accompanying the application for the proposed development states that the housing will be provided to lifetime homes standard and up to 10% to wheelchair accessible or easily adaptable standard where practicable, appropriate and feasible and following market research to determine the appropriate proportion (up to 10%). This will be the subject of a condition.

#### **6.4.2 Retail**

The proposed development proposes up to 5500m<sup>2</sup> of local retail floor space spread across an estimated 24 units selling convenience and comparison goods/services which will serve a local catchment area. The proposed development will provide a range of units in use classes A1 (Retail), A2 (Professional Services), A3 (Cafe), A4 (Public Bar) and A5 (Takeaway) and will include a local supermarket, book shop, restaurant, cafe, bar launderette and other shops of a local nature. The retail use is expected to provide up to 275 jobs( full time).

The retail floor space will be located on the ground floor in the area around Hale street in blocks, SE, SW, W and Central of the proposed development.

It is intended that the retail facilities will serve the new residents workers and visitors living and working in the new development as well as the existing residents of Ferry Lane and Bream Close Estate, potential new residents at Hale Wharf and the existing industrial uses at Lockwood Industrial Estate and Mill Mead Industrial Estate.

The application is accompanied by a Retail Impact assessment which considers in detail the tests laid down in TCR 2 out of Centre Development which must be passed to comply with planning policy concerning the provision of out of centre retail development in the Borough

The study identifies the retail hierarchy in the Borough and explains in detail the Retail Planning policy framework nationally, regionally and locally. The study also reviews the retail health of the surrounding retail centres in detail.

The study states that retail provision at the application site is justified on the basis of the need generated by the proposed development itself and that it is on this basis as part of a mixed use development in an Opportunity Area that the provision is made to show compliance with planning policy. However it is necessary to demonstrate that there is a need for retail provision where it is proposed outside an existing defined retail centre. In relation to the need for retail provision the retail impact assessment considers in detail the existing and projected population level and the existing and projected levels of expenditure in the locality. It is considered that the levels of population and

expenditure will rise within the area studied. The assessment concludes that the background to the proposal is one of increasing population in the surrounding area together with increasing retail expenditure. It is also considered that this will provide support for regeneration and additional floor space generally.

The impact assessment also sets out an estimate of the potential retail turnover of the proposed retail units in the scheme in comparison with the available expenditure generated by the scheme. The assessment shows that there is a level of available expenditure which would not be catered for by the proposed retail units to be provided in the scheme.

The Retail Impact Assessment also considers the effect of the proposed retail units on other existing retail centres in the identified shopping hierarchy and states that the proposed retail will not impact upon the other retail centres with the exception of the effect on the Lidl food store in the Retail Park, however the assessment does not consider that the diversion of trade would materially effect the continued operation of this store.

The retail impact assessment applies a sequential test to all the identified retail centres to see whether retail provision should first be located in other existing centres. The assessment states that the test was applied in the context of that for a site to be a sequential alternative it must be able to meet the identified need. The assessment states that it must be noted that there is a specific need to provide retail floor space to meet the needs of new residents within the proposed development. The Impact assessment considers that these new residents create a specific need on site and that the provision of facilities at other location will not meet that need.

The Impact Assessment identifies local retail centres Broad Lane and Ferry Lane estate and considers that these centres would not be capable of meeting the identified need at the proposed development site and therefore concludes that the current provision of shopping facilities within the vicinity of the application site is limited.

The proposed development falls within an Opportunity area as defined with the London Plan and Haringey Unitary Development Plan. The site is identified in the Tottenham Hale SPD as a residential led mix use scheme which amongst other things should include provision for retail facilities. The GLS Site has good public transport connections including the rail underground and bus interchange at Tottenham Hale. It is considered that proposed development would not have an adverse impact upon the amenities of adjoining residential properties. It is considered that the proposed retail facilities will not adversely impact upon the future occupiers of their properties. The new uses will be the subject of conditions to prevent loss of amenity to future occupiers.

It is considered that current provision for shopping facilities in the locality of the application site is very limited and would not be expected to meet the needs of the proposed development. The proposed development will also generate a need in itself for retail provision as part of a residential led mixed use scheme. Investigation into the background of retail provision in the locality in relation to population and expenditure shows that there is an anticipated level of need for retail provision over and above that which will be provided at the application site if the development proposals are constructed.

It is considered that the estimated capacity of the proposed retail on the application site will be exceeded by the potential expenditure of the future occupiers of the development.

In summary it is considered that there is an identified need for retail development and that the proposed development provides for that need within the context of a mixed use development in an identified Opportunity Area. The amenities of existing residents will be protected and that there is no likelihood of retail facilities sufficient to meet the need identified being provided elsewhere.

#### **6.4.3 Office**

The proposed development will provide up to 3200m<sup>2</sup> of office floor space (Class B1) situated on the ground floor west side of the SE Block above the ground floor retail use which would be located on Ferry Lane returning into Mill mead Road. It is estimated that the office accommodation will result in an estimated 210 jobs (full time).

It is considered that the provision of the office floor space within the proposed development complies with national, regional and local planning policy guidance. The offices will be provided as part of a mixed use development in an identified Opportunity Area, which is close to a significant public transport interchange. The office provision will provide employment opportunities in an area of greater than normal levels of unemployment. The office provision will offer job opportunities which compliment the other employment generating uses proposed on the application site and will contribute to the overall no of jobs to be provided by the proposed development thereby helping to meet the need for employment creation in this regeneration location.

#### **6.4.4 Hotel**

The proposed development will provide up to a 100 bed hotel (C1). The Hotel is shown as being located in the Western side of the 18 storey SW Block with a ground floor entrance onto Ferry Lane. This location is closest to Tottenham Hale Station. The hotel use is estimated to provide up to 50 jobs (full time).

The provision of a Hotel in the proposed development is supported by Regional and local Planning Policy. The Hotel will contribute to the identified need for more Hotel accommodation in North London and will provide new jobs and employment in the locality. The proposed Hotel is located next to Tottenham Hale Station which has good links to Central London and Stansted Airport. Hotel use is identified in the Tottenham Hale Masterplan as a use appropriate to the development of the application site. The use as a hotel is complementary to the other uses proposed on the site and as such helps to ensure that the proposed development will form a sustainable active urban community.

#### **6.4.5 Primary School**

The proposed development proposes the provision of 2 form entry primary school comprising 5300m<sup>2</sup> of floor space situated on the North east Corner of Block N. The school is located next to the proposed Eco Park to the north of the site. The proposed crèche is located next to the school site adjacent to the proposed Linear Park. The Council has a statutory duty in its role as local Education Authority to ensure the satisfactory provision of planning and secondary education in the Borough. The Council as Local Education Authority (LEA) has demonstrated in its school organisation Plan for 2003 – 2008 that there is very little spare capacity of schools places in the borough both now and in the future. The plan predicts that there will be shortfalls by 2009 in both primary and secondary schools with the Borough, Section 1 E Social Infrastructure of the Sub Regional Development Framework North London para 74 Primary and Secondary Education states that the number of children between ages 5 – 15 is projected to increase by 13.0% to 2026. Existing schools often have limited scope for expansion and is considered that there will be a need to identify new locations suited to new educational facilities in areas where educational demands are anticipated to grow. Para 77 states that there is an necessary recognition that schools need to become multi-functional buildings with a range of uses both during and outside school hours.

The provision of a primary school as part of the proposed development is supported as part of mixed use development which provides additional social infrastructure in order to create a sustainable development which serves both the needs of the future population and work force. It is expected that the primary school will result in the provision of an estimated 60 jobs (full time).

The provision of a primary school within the site will help to meet the shortfall of school places which exists now and will do so in the future and help the borough to cope with providing new school places in the area.

The new school is well located in relation to pedestrian, cycle and car travel and will benefit from the new connections which the overall development will make in relation to the surrounding area.

#### **6.4.6 Creche**

The proposed development will provide a crèche of up to 600m<sup>2</sup> of floorspace. The crèche will be located on the ground floor on the south east corner of block N it will be located on the north side of the central open space (Linear Park). The crèche has access to open space that is safe for children to play in and is located immediately next to the proposed new school. The crèche will be required to meet Ofsted requirements in relation to space standards amenities and facilities to be provided. The creche will result in the provision of an estimated 10 jobs (full time).

Policy 3A.21 Education facilities of the London Plan states that local planning policy should reflect the demands for pre-school, school and community learning facilities taking into account the current GLA population projections and ensure adequate provision of new facilities in partnership with the local Education Authority Section 1E social infrastructure of the Sub – Regional Development framework north London paragraph 85 childcare states that the provision of good quality childcare is crucial to ensuring higher employment rates and reducing child poverty in London. In 2001, nearly 26 per cent of children under five in North London sub-region were living in a household with no adult in employment.

The number of under fives in Haringey is expected to increase by 26% by 2016. The provision of registered day nursery and childminding in the lowest overall in Haringey compared to London and England averages.

The provision of a crèche located in the centre of the proposed development adjacent to the proposed primary school is considered to be an important contribution to the social infrastructure of the area. It will meet the needs created by future occupiers and users of the proposed development and will ensure the back of general provision in the borough in the face of an increasing demand for such facilities due to population expansion and current under provision of such services in the borough.

#### **6.4.7 Health Centre**

The proposed development includes a Health centre of up to 600m<sup>2</sup> of floorspace (D1). The health centre is shown as located on the ground floor of the south east corner of block C. The Health Centre would provide for 2/3 GPs working as a group practice together with other

health facilities. It is considered that the health centre use would result in an estimated 5 jobs (full time).

The Health Centre provision would be established in conjunction with the Primary Care trust.

The provision of the health centre within the proposed development is designed to meet the needs of the future occupiers of the development together with those people to be employed within the new development and the needs of the existing local community. The increase in population growth in the borough together with the need for the modernisation of primary health provision will result in the need for new health provision generally and in relation to new large scale developments. Planning policy currently supports the need to increase the provision of health care in appropriate locations.

Tottenham Hale Supplementary Planning Document indicates that the application site should be developed as a mixed use development including the provision of health care facilities. The health care provision is therefore fully justified in relation to need and contributes to the balance of uses which would be required to sustain a new development on the application site.

#### **6.4.8 Metropolitan Police**

The proposed development will provide accommodation for the Metropolitan Police on site in the same part of the development as the Estate Management offices. The Metropolitan Police have requested that provision be made on site for their requirements for patrolling and liaison. The applicants have agreed to make such provision, the details of which will be agreed as part of the accompanying section 106 agreement.

This provision is in line with the 'secure by design' principles, which have been applied to the whole scheme.

#### **6.4.9 Estate Management**

The proposed Development will contain an estate management complex. The complex will be responsible for the overall management and day to day running of the whole complex including parking management, maintenance and security. The s106 agreement will seek to ensure that all public spaces including waterways and servicing areas will be provided and managed in perpetuity to a set of agreed standards. It is estimated that the estate management functions would result in the provision of an estimated 25 jobs (full time).



#### 6.4.10 Openspace

The proposed development will provide an overall total area of open space of up to 34,240 m<sup>2</sup>. This provision is in the form of up to 16410 m<sup>2</sup> of private amenity space either at ground floor level or as roofspace and up to 17,830 m<sup>2</sup> of public open space.

The formal hard landscaped area - Gateway Square, at the entrance to the scheme from Ferry Lane nearest to Tottenham Hale Station will comprise approximately 1350 m<sup>2</sup>. The linear Park, central open space aligned with the proposed east/west link (Ashley Road to Hale Wharf) will comprise approximately 5,050m<sup>2</sup>. The area of the proposed unculverted watercourse (Moselle Brook) to the north of the site will comprise a landscape (eco park) area of approximately 3450m<sup>2</sup>. There will be a further approximately 700m<sup>2</sup> of open space spread across the site.

Each of the areas of open space has a different character and together form a hierarchy of spaces linked by a network of streets.

A key feature at the centre of the application site is the proposed development of a 'green link' which is proposed to connect the site to Tottenham Hale station and the Ashley Road area to the west and Hale Wharf and the Lee Valley Park to the east.

The other key feature is the landscaped watercourse and park which will be created by unculverting the Moselle Brook which runs along the north of the application site.

The layout of the proposed development has also been designed to allow access to the sites to the north in the future.

Tottenham Hale has been identified as one of the Mayor's 100 public spaces programme.

It is considered that the proposed development in its current form responds positively to need to provide a satisfactory level of public and private open space in relation to the setting and layout of the proposed buildings.

The open space provision will enhance the range and quality of the features offered by the development and will be linked to the provision of other uses such as the school and crèche. The provision of green open space, including the provision of green roofs will enhance the nature conservation value and biodiversity of the proposals and contribute towards the sustainability of the scheme in relation to the prevention of surface water run off and reduction in flood risk through provision of permeable spaces. These form part of the proposed sustainable Urban Drainage System which is significant feature of the proposed development.

#### **6.4.11 Student Accommodation**

The proposed development proposes 19100m<sup>2</sup> of student accommodation incorporating up to 700 rooms (class C2). The student accommodation is shown as being located on the Western side of the site next to the railway line and near to Tottenham Hale Station behind and above the ground floor retail in Block W, Block W is a 6 and 10 storey block. There is no car parking proposed for the student accommodation. It is estimated that the student accommodation will result in the provision of 10 jobs (full time).

There are no specific National, Regional or Local Planning policies directly concerning the provision of student accommodation. However the provision of sub accommodation is supported by the Governments overall policies in relation to sustainability and mixed use led regeneration.

The provision of student accommodation is specifically referred to in the Tottenham Hale Supplementary Planning Document (Tottenham Hale Urban Centre Masterplan) 2006 which states that the application site should be developed in the form of a residential led mixed use scheme including amongst other things student accommodation.

The provision of student accommodation is intended to add to the diversity uses within the mixed use development as proposed to add to the viability and vitality of the proposed development. The student accommodation is located close to an important transport node is ideally placed for journeys into Central London. The use is considered to have potential economic and regeneration benefits and will help to attract increase diversity of occupation of the proposed development and therefore lead to more Sustainable community with the locality.

### **7.0 SUMMARY AND CONCLUSION**

This section seeks to summarise issues and draw an overall conclusion from the findings of previous sections of this report. In the interests of brevity, it does not refer to specific development plan policies, guidance or strategies, and it is not really a substitute for reading the more detailed assessments.

The applicants have demonstrated good practice in developing their proposals for the current iteration of the scheme, particularly in relation to design. They have developed an overall vision and have engaged directly with stakeholders in order to listen to and address local issues. Following assessment of the proposals and taking account of comments received from local people and other stakeholders, officers negotiated a number of revisions to the application. These revisions,

submitted in April 2007, have improved upon the original proposals across a wide range of matters and have clarified proposals for the layout of the site, the height and massing of buildings, the purpose and function of open spaces, access to and within the site, level of affordable housing and the provision of community facilities.

A range of national, London-wide and local policies, guidance and strategies support development proposals for the site that make the most of its excellent public transport accessibility and delivers high quality, mixed-use and sustainable development.

The detailed assessment outlined in previous sections of this report demonstrates that the proposals generally comply with development plan policies, together with other relevant guidance and strategies.

The proposals represent a good example of mixed-use, high quality and sustainable development. They exhibit the characteristics of a 'sustainable community', would result in substantial benefits for the community and would make a positive contribution towards the economic, social and environmental well-being of the area.

The applicant and Officers have taken pro-active steps to ensure the Council has heard from a wide range of local people. Equalities issues have also been integral to considering the proposals themselves, including helping to ensure that the proposals result in:

- an inclusive environment
- a safe environment
- a range of housing to meet different housing needs
- physical, economic and social integration
- better designed controls on construction issues
- a range of education, health, leisure and children's play facilities

The GLS site is one of the single largest development and regeneration opportunities in Haringey, with substantial implications for Tottenham Hale as a whole. It has excellent public transport accessibility and offers enormous potential to contribute positively to the Council's regeneration, housing, community, environmental and other strategies and to the delivery of the London Plan.

The proposals and the supported package of highways, economic and social infrastructure together offer:

- A comprehensive approach to the site offering genuinely mixed use development
- New development well integrated with surrounding areas, with densities, uses and facilities appropriate for this highly accessible location and its urban characteristics

- The potential for a very high standard of design, townscape, layout, landscape and open spaces
- 1,210 new homes, including 321 Affordable homes
- Employment generation through a wide range of activities that together may employ 645 people, coupled with a S106 commitment to a package of support for local skills and training and employment
- Comprehensive provision for pedestrians, cyclists and people with disabilities
- Joint working with the Council, Police and others to deliver better community safety
- A new primary school, a primary health centre, a creche, retail, food and drink and community uses
- Enhancements to public transport and the wider public realm with a S106 commitment to increased bus capacity and a pooled contribution to improvements to the station and development of a 'Green Link'

Officers recommend the Planning Applications Sub-Committee resolve to grant planning permission, subject to the conditions and I

## **8.0 SECTION 106/SECTION 278 Head of Terms**

### **Cash contributions - Total £10 million**

#### ***Masterplan Community/Social and Environmental Infrastructure:***

- Education - £1 million + site (valued at £1.75 million)
- Pooled contribution to the provision of new/improved social facilities – health/well being, community and parks Green Link and wider Environmental Improvements (excluding Education) - £5,000,000

#### ***Masterplan transport Infrastructure:***

- Package of transport related measures within or immediately adjacent to the GLS site (bus, cycle routes/safety features, footway widening, raised crossings and other traffic calming measures) - £770,000.
- Pooled contribution to package of wider transport infrastructure elements – Station Interchange, Gyrotory and Buses - £1,000,000

### ***Other elements:***

- Considerate construction (window cleaning etc. for immediately adjacent homes), TV reception-£100,000
- Cost recovery £380,000.

### **Affordable Housing**

- 321 units (26.5%) of the proposed 1210 units will be provided as affordable housing. The quantum of affordable housing expressed as habitable rooms will be 30% (1004 habitable rooms). It is proposed that 181 of these units are provided as intermediate housing with 140 homes as social rented provision. 43% of the social rented units will be 3 and 4 bedroom units.

### **Non-cash contributions/elements**

- Implementation of Travel Plans for key land uses.
- Completion and adherence to a site wide design code.
- Holding a competition for the design of the proposed tall building.
- Submission of car parking assessment for Phase 1 of the scheme to enable the Council to determine if parking associated with Phase 2 could be reduced.
- Provision of a central energy centre and reduction of CO2 emissions of up to 20%.
- Achievement of BREEAM/Ecohomes 'Excellent' ratings wherever practicable.
- Establishment of a neighbourhood management company that will have responsibility (in perpetuity) for the ongoing management of all aspects of the public realm, including waterways for the entire site.
- Establishment of CCTV system and central monitoring suite.
- Provision (at zero rent) in perpetuity for a Neighbourhood Police Centre.
- Procurement of goods and services from local businesses and recruitment of local people.
- A buy to let clause.
- A Local Labour Agreement.

- Widening of Footway to the east of the site on Mill Mead Road (S.72 of the Highways Act 1980).
- Widening the footway on Ferry Lane and improvements to the Ferry Lane/ Mill Mead Road/ Jarrow Road Junction (S.278 Highways Act 1980).
- Improvement and adoption of access under Ferry Lane via Jarrow Road (S.87 New Roads and Street Works Act 1991).

## **10.00 RECOMMENDATION 1**

Subject to the procedure set out in the following recommendations and subject to a precondition that agreements with the Council shall have been completed under section 106 of the Town and Country Planning Act 1990 (as amended), section 16 of the Greater London Council (General Powers) Act 1974, and under the Highways Act 1980 in order to secure obligations and measures to mitigate aspects of the environmental impact assessment and flood risk assessment that planning permission be granted for planning application reference number HGY/2006/1177 subject to the following conditions shown below recommendation 5 and Applicant's parameter plans drawing nos

01MP001 B, 01MP003 B, 01MP004 B, 01MP005 B, 01MP006 B, 01MP007 B, 01MP008 B, 01MP009 B, 01MP010 B, 01MP011 B, 01MP012 B, 01MP013 B, 01MP014 B, 01MP015 B, 01MP016 B.

### **RECOMMENDATION 2**

In the event that Recommendation 1 is adopted, the application be referred simultaneously to the Mayor pursuant to Statutory Instrument 2000 No 4193 and to Government Office for London pursuant to the Town and Country Planning Act (Shopping Development) (England and Wales) (No 2) Direction 1993 (annex to Circular 15/93)

### **RECOMMENDATION 3**

The planning obligations and measures under section 106 of the Town and Country Planning Act 1990 (as amended) and section 16 of the Greater London Council (General Powers) Act 1974 be the matters described at section 8 of this report subject to concurrence with the Greater London Authority

### **RECOMMENDATION 4**

The applicant enters into S.72 (Highways Act 1980) agreement with the Council to dedicate a 1.5metre strip of land east of the site on Mill Mead Road, to the highway authority, to provide footway widening. The agreement would also dedicate an area of land on Ferry Lane.

#### **RECOMMENDATION 5**

The applicant enters into a S.278 agreement (Highways Act 1980) to widen the footway on Ferry Lane and improve the Ferry Lane/Mill Mead Road/Jarrow Road junction .

### **11. CONDITION(S)**

1. This permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) design, b) external appearance, d) means of enclosure, f) landscaping.

Full particulars of these reserved matters, including plans, sections and elevations, all to an appropriate scale, and any other supporting documents indicating details of B1) the materials to be used on all external surfaces, B2) details of boundary walls, fencing and other means of enclosure, B3) the provision for parking, loading and turning of vehicles within the site, shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

2. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission, not later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

a) The expiration of 5 years from the date of this permission.

or

b) The expiration of 2 years from the final date of approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

3. The residential development hereby permitted shall not exceed 1210 separate dwelling units, whether flats or houses.

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development in accordance with policy HSG9 of London Borough of Haringey's Unitary Development Plan 2006.

4. At least 10% of the dwelling should be capable of being converted for wheelchair access and that 100% of the dwellings should be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

5. Before any works commence on the road and walkways, open spaces or the individual buildings shown on the plans hereby approved, the following details in respect of each of the said areas or buildings shall be submitted to and agreed in writing by the local planning authority:
  - a. samples of all external materials comprising roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving
  - b. elevational drawings, plans, roof plans, and sections at 1:100 scale of all the buildings, sample elevations and sections at 1:20 scale of bays, windows and doors, balconies, parapets and eaves
  - c. drawings at 1:1 scale of sectional profiles of the window and door frames, cornices, string courses and other decorative mouldings
  - d. detailed drawings indicating the means of screening roof mounted plant and equipment

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



6. For each part of the development, full details, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

7. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning out Crime' and in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

8. Applications for approval of Reserved Matters including landscaping shall include for specific approval a programme for commencing and completing the planting and laying out, and the detailed scheme(s) so approved shall be carried out only in accordance with the approved programme.

Reason: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

9. Any trees or areas of planting which, within a period of 5 years from the completion of the relevant phase of landscaping, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

10. Where steps are to be constructed within the landscaping to change level, gentle inclines and ramps (at a gradient of 1 in 20 or less) and/or lifts shall also be incorporated, to provide an equally commodious alternative for all members of the public.

Reason: To ensure that the development provides good access for all in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

11. Applications for approval of Reserved Matters submitted pursuant to this permission relating to the design of new buildings and to the landscaping of the public realm shall be accompanied by an urban design report which explains the underlying approach of the design and explain how it addresses each of the relevant sections of the Design Code.

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

12. Details of arrangements for storage and collection of refuse, for the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the LPA as part of the relevant Reserved Matters approvals for each phase of the Development and the development shall be carried out only in accordance with the details so approved and shall be retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

13. The proposed development shall have no more than 4 central dishes/aerial systems for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

14. A Travel Plan segregated into residential, educational and commercial elements of the development shall be submitted and approved by the local Planning Authority prior to the commencement of the development such agreed travel plan to be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to minimise the traffic impact on the adjoining highway network and to encourage walking and cycling in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

15. Prior to the occupation of each part of the development details of the accommodation for car parking and/or loading and unloading facilities and cycle parking facilities related to each individual block shall be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority such accommodation shall be permanently retained for of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes without the prior approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

16. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 800 car parking spaces

Reason: in order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, M4 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

17. Unless otherwise agreed in writing by the Local planning authority, within each part of the site no preparatory or development ground works in that part of the site shall commence until a full site investigation, history, details of previous and present usage, risk

assessment and details of any remediation required have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan 2006

18. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, no development shall commence in that part of the site until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan 2006.

19. Within each part of the site, no development shall commence until details of on site drainage works including an Impact Study of existing Sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the Sewerage undertaker.

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

20. Within each part of the site no development shall be commenced until an Impact Study including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

21. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours Monday to Friday or

before 0800 and 1200 hours on Saturday and not at all on Sundays or bank holidays unless written approval of the Local Planning Authority has been sought and obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

22. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in advance with the Local Planning Authority

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

23. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1900 hours Monday to Friday and 0700 hours and 1300 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

24. Within each part of the site no development shall take place within that part of the application site until the developer has secured the implementation of a programme of archaeological recording of the standing historic buildings, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide an opportunity for the recording of archaeological evidence and further research and in accordance with policy CSV8 of the London Borough of Haringey Unitary Development Plan 2006.

25. Unless otherwise agreed in writing by the Local Planning Authority the quantum of built floorspace across the development shall not exceed a total of 135,000 square metres gross floorspace comprising:

Residential (Class C2/C3) 97,500 square metres/1210 units

Employment (Class B1) 3,200 Square metres

Retail (Class A1/A2/A3/A4/A5/B1) 5,500 Square metres

Health care (Class D1) 600 square metres

Creche (Class D1) 600 square metres

Hotel (Class C1) 3,200 square metres/100 rooms

Primary School (Class D1) 5,300 square metres

Student Accommodation (Class D2) 700 rooms

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD6 of the London Borough of Haringey Unitary Development Plan 2006.

26. Unless otherwise agreed in writing by the Local Planning Authority, the quantum of built floorspace across the development shall not comprise less than 2500m<sup>2</sup> of Retail (Use Class A1) and not more than 30% of the total retail floor space to be provided to be none retail (A2, A3, A4, A5).

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD6 of the London Borough of Haringey Unitary Development Plan 2006.

27. Within each part of the site no development shall take place within that part of the site until full details of the design and method statement for the foundation design have been submitted to and approved by the Local Planning Authority. Such agreed details to be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the appropriate foundation design for the development and to protect the amenities of adjoining residents in relation to the foundation construction process.

Within each part of the site details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such detailed scheme to be

implemented to the satisfaction as agreed of the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

28. Within each part of the site no development shall be commenced a Construction and Environmental Management Plan has been submitted to and approved by the Local Planning Authority prior to the commencement of the works within that part of the site. Such agreed plan shall be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

29. Within each part of the site details of the scheme for the surface water drainage works including the provision of a Sustainable Urban Drainage System shall be submitted to and approved by the Local Planning Authority prior to the commencement of works within that part of the site. Such agreed scheme to be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the satisfactory surface water drainage of the site in accordance with the Environmental Impact Assessment and policies UD4, ENV1 and ENV2 of the London Borough of Haringey Unitary Development Plan 2006.

30. Prior to the commencement of development within each part of the site petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities

Reason: In order to prevent the pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

31. Unless otherwise agreed in writing by the Local Planning Authority full details of a site wide ecology management strategy and associated

pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works.

Reason: In order to ensure that the proposed development maximise the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

32. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed scheme and details to be implemented and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

33. Prior to the commencement of development of each part of the site full details of a Japanese Knotweed eradication programme shall be submitted to and approved by the Local Planning Authority. Such agreed scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the eradication of Japanese Knotweed from the site.

34. Unless otherwise agreed in writing by the Local Planning Authority prior to the commencement of development full details of an Environmental Design and Management Strategy shall be submitted to and approved by the Local Planning Authority. Such agreed scheme shall be implemented to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with policy G1 of the London Borough of Haringey Unitary Development Plan 2006.



35. That all buried services shall be placed in a service corridor and surrounded with clear uncontaminated material

Reason: In order to reduce the impact of the proposed development on the local environment.

36. That there shall be no stationing of caravans or mobile homes on the site without the prior consent in writing of the Local Planning Authority

Reason: In order to protect the amenities of the locality.

37. Within each part of the site no development shall be commenced until full detail of a scheme for external lighting for that part of the site shall be submitted to and approved by the Local Planning Authority. Such agreed scheme to be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that the proposed development provides a safe and sound environment for the future occupiers and patrons in . with the Environmental Impact Assessment and policy ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

38. Within each part of the site no development shall be commenced until a full detailed acoustic report for that part of the site has been submitted to and approved by the Local Planning Authority detailing the sound attenuation methods that will be required to protect local amenity including the need for the use of noise limiting devices to be submitted and approved by the Local planning Authority in relation to any proposal for a potential student bar or hotel bar. Such methods and details agreed shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.

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

39. Unless otherwise agreed in writing by the Local Planning Authority no commercial roof top facilities open to the general public shall be in use between the hours of 2300 – 0700 hours any day of the week.

Reason: In order to protect the amenities of the locality

40. That the restaurant which is (A3) public house and wine bar (A4) and takeaway (A5) uses hereby permitted shall not be operated before 0800 or after 2400 hours on any day of the week.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the future occupiers of the development in accordance with policy TCR5 of the London Borough of Haringey Unitary Development Plan 2006.

41. Details of the materials handling facility including the access and location at each phase of the construction process shall be submitted and approved by the Local Planning Authority prior to the commencement of the works.

Reason: To ensure that the proposed handling facility does not prejudice the free flow and safety of traffic and pedestrians on the neighbouring highway and the amenities of the locality.

42. Applications (or groups of related applications) for the Reserved Matters approval in respect of buildings shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall explain:
- (a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
  - (b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;
  - (c) the specification for any green and/or brown roofs;
  - (d) how energy shall be supplied to the building(s), highlighting:
    - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;
    - ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;
    - iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;

- iv. any other measures to incorporate renewables.
- (e) how the proposed building(s) have been designed to achieve a BREEAM and/or Ecohomes rating of “very good” or wherever possible subject to design concerns ‘excellent’. (or an equivalent assessment method and rating);
- (f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, ENV2, ENV3, ENV9 and ENV10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

43. Details and particulars including floorspace figures, floorplans and layouts of the uses, and the vehicle and other servicing and access, including provision for any coach access and parking to be accommodated in built and refurbished accommodation, shall be submitted to and approved in writing by the local planning authority before any of those uses commences and the uses will commence only in accordance with the details so approved.

Reason: To ensure a comprehensive and sustainable development, to ensure safe and efficient access, to achieve good design and protect amenities and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies UD6, M2 and M3 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

44. Details of the positioning and detailed design of the wind turbines shall be submitted to and approved in writing by the local planning authority before they are constructed and they shall be constructed only in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining premises and the area generally, in accordance with the requirements of policies UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

45. Prior to construction of the wind turbines hereby approved, further investigations shall be undertaken of:
- (a) their ‘shadow flicker’ on existing and future residential occupants within nearby buildings; and

- (b) the impact of operating the turbines on local television and radio reception, microwave and other telecommunications links and radar signals.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policy UD11 of the London Borough of Haringey Unitary Development Plan 2006

- 46. In the event that those further investigations confirm that shadow flicker or impact on reception would occur and cause loss of amenity or interference, then the turbines shall not be used until such time as all necessary remedial measures have been put in place in accordance with details approved in writing by the local planning authority.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policy UD11 of the London Borough of Haringey Unitary Development Plan 2006

- 47. Any Reserved Matters application in relation to residential accommodation shall specify whether the proposed accommodation is for the use of students. Any units constructed pursuant to any Reserved Matters approval so specified shall be used primarily for the occupation of students.

Reason: To ensure a sustainable development and to protect amenities and to ensure that the development complies with the outline permission and the Environmental Impact Assessment, in accordance with policies AC2, UD6, and HSG10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

- 48. Unless otherwise approved in writing by the local planning authority the floorspace approved as part of Reserved Matter approvals pursuant to this permission and provided for use as student accommodation shall include no more than 700units in total

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, and to achieve integration, regeneration and good design, and accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies AC2, UD6 and HSG10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

49. The detailed design of the tall building shall be the subject of an architectural design competition. Details of the competition and selection criteria shall be submitted for approval by the Council within 3 years of the date of this permission.

Reason: To ensure that the Tall building is designed and constructed to the highest possible design standards in accordance with policies UD3, UD4 and UD9 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

50. The location of the CHP flues illustrated on parameter plan O1MPO16B is not hereby approved. Full details of the flues, height, design, location and sitting shall be submitted and approved by the Council before work on the CHP commences.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV7 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**INFORMATIVE:** The historic buildings are of intrinsic archaeological interest and any alteration or demolition of the historic structures should be recorded before they are damaged or destroyed by the development hereby permitted.

**INFORMATIVE:** The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

**INFORMATIVE:** Haringey Council - Building Control department request that the developer contact them on 0208 489 5504 in order that Fire Fighting access be included in the scheme.

**INFORMATIVE:** The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

**INFORMATIVE** Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will

recommend that the Applicant a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils c) looks to ensure the separation of foul and surface water sewerage on all new developments.

### **Reasons for Approval**

The proposed development has been assessed against and found on balance to comply with all the relevant Governmental, National, Regional Sub-Regional and Local Planning Policies including the Urban centre Master Plan which within considered constraints support the regeneration of GLS site and the locality. The proposed development has also been assessed in relation to the Environmental Statement accompanying the application. The Environmental statement makes clear those areas where the proposed development will or will not result in the need for mitigation measures to prevent any adverse effect on the environment and such measures to prevent any adverse effect on the environment and such measures will be undertaken at the appropriate time.