

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2013/2610	Ward: Tottenham Hale
Address: Tottenham Hale Station Station Road N17 9LR	
Proposal: Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway	
Existing Use: Transport Interchange	Proposed Use: Transport Interchange
Applicant: London Underground Limited	
Ownership: Network Rail, Hale Village LLP, Haringey Council, TfL and Greater Anglia	

DOCUMENTS
Title
Design & Access Statement December 2013
Transport Statement December 2013
Air Quality Assessment December 2013
Arboricultural Impact Assessment December 2013
Archaeological Assessment December 2013
Biodiversity Survey and Report December 2013
Sustainable Design and Construction Statement December 2013
Flood Risk Assessment December 2013
Noise Impact Assessment December 2013
Contaminated Land Assessment December 2013
Crime Prevention Statement December 2013
Statement of Community Involvement December 2013
Site Waste Management Supporting Statement December 2013
Planning Statement December 2013
Briefing Note: Cycling Provision January 2014
Briefing Note: Local Labour and Employment January 2014
Briefing Note: Environment Agency Query February 2014
Briefing Note: Provision of a Lift February 2014

PLANS		
Plan Number	Rev.	Plan Title
A-600-010		Location Plan
A-600-011		Proposed Site Plan
A-600-012		Proposed Site Plan - Application Extent Summary
A-600-013		Site Boundary and Property Ownership Plan, Existing

	Situation
A-600-020	Existing Ticket Hall Level Plan
A-600-021	Existing Bridge Level Plan
A-600-022	Existing Roof Plan
A-600-023	Existing Basement Level Plan
A-600-024	Existing Elevations and Sections
A-600-025	Existing Elevations and Sections
A-600-026	Existing Elevations and Sections
A-600-027	Existing Elevations and Sections
A-600-028	Existing Elevations and Sections
A-600-030	Proposed Ticket Hall Level Plan
A-600-031	Proposed Bridge Level Plan
A-600-032	Proposed Roof Plan
A-600-033	Proposed Basement Level Plan
A-600-034	Proposed Elevations and Sections
A-600-035	Proposed Elevations and Sections
A-600-036	Proposed Elevations and Sections
A-600-037	Proposed Elevations and Sections
A-600-038	Proposed Elevations and Sections

Case Officer Contact: Robbie McNaugher
<p>PLANNING DESIGNATIONS:</p> <p>Road Network: B Road Tube Lines Flood Risk Zone 2 (part) Site of Nature Conservation (SINC) Borough Grade II (part)</p>
<p>RECOMMENDATION</p> <p>GRANT PERMISSION subject to referral to the Mayor of London and subject to conditions</p>

SUMMARY OF REPORT:

There is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area and was welcomed and commended by the Design Review Panel.

The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. The proposal includes a new footbridge to Hale Village which will improve the accessibility of the station from Hale Village and the Lee Valley. Although the proposal does not provide an 'access for all' lift to this footbridge, TfL are committed to providing the lift in the future. Due to uncertainty around the provision of a 3rd and 4th platform at the station cannot include this in the current proposal. TfL have agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and the timetable for its installation prior to the completion of the works. On balance, Officers consider this an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term.

Several representations raised objection to the removal of the existing Ferry Lane Subway. The provision of an alternative surface crossing has been assessed by TfL and the Council's Transportation Team and it has been concluded that due to the engineering constraints in this part of Ferry Lane a crossing could not be provided without significant impacts on buses, cyclists and traffic. Alternative crossing points are available to the east and west of the current subway and on balance the loss of the subway is considered acceptable.

The application site is subject to several significant planning constraints however the proposal is considered acceptable in terms of flood risk, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. The proposal will include renewable energy technology and energy saving measures and is considered to adequately address sustainability requirements. A condition has been attached to ensure that TfL work with the Council to ensure that employment and training opportunities are provided by the construction process.

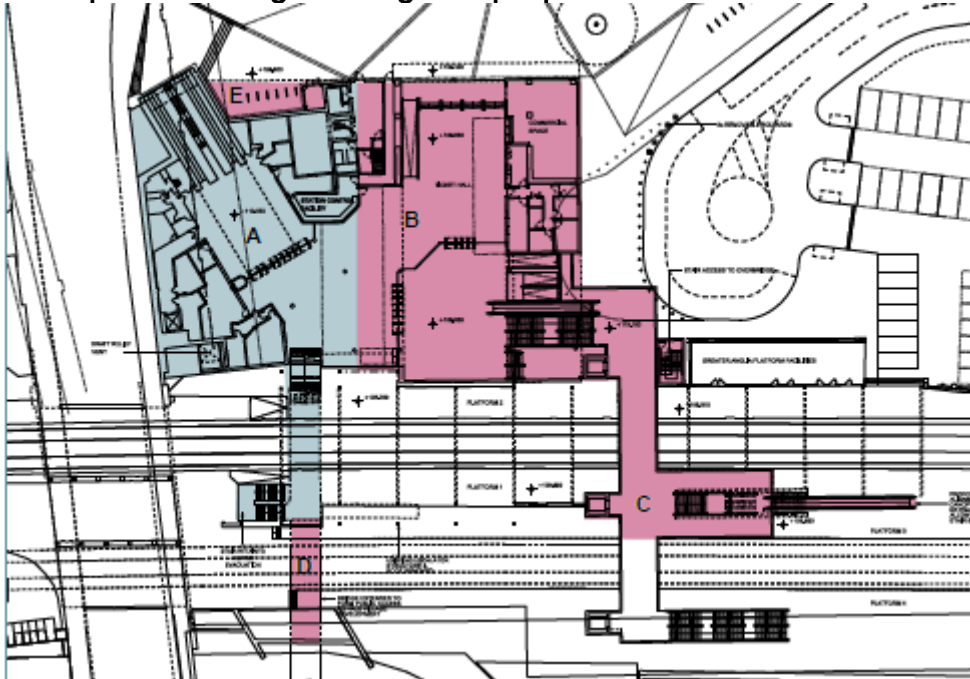
Overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.

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2.0 IMAGES



Floor plan showing existing and proposed elements



View from Ferry Lane



View from Station Square



Internal view



Footbridge to Hale Village



3.0 SITE AND SURROUNDINGS

- 3.1 The site subject to this planning application is Tottenham Hale Station which consists of the London Underground concourse that provides access to the Victoria Line with services south to Brixton and north to Walthamstow Central and Greater Anglia staff and passenger facilities at surface platform level with northbound services towards Cambridge and southbound trains towards Liverpool Street.
- 3.2 The Station is bound by the major east-west road artery of Ferry Lane (A503) to the south, with national rail tracks immediately to the east. Land to the west and north of the Station is in surface transport use and is predominantly for bus services and passenger set down facilities.
- 3.3 The site lies in Flood Risk Zone 2 and the eastern part of the site is designated a Site of Nature Conservation (SINC) Borough Grade II with a number of trees along this part of the site. The site measures approximately 0.44 ha in size.
- 3.4 Tottenham Hale comprises a mix of residential, retail, warehousing and industrial uses. The area is currently dominated by the gyratory road system and public transport interchange. Both of these are undergoing major improvement work including converting the existing gyratory system back to two-way traffic operation to ease congestion and improve the urban realm, and the delivery of a new integrated bus station and Station Square, which will enable better interchange between public transport modes. These works are scheduled to be completed by December 2014.
- 3.5 A number of industrial areas surround the site to the west, north-west and south-west including Ferry Island Retail Park, Lee Valley Technopark and Tottenham Hale Retail Park. To the east of the railway are residential areas as well as some commercial, retail, community and leisure facilities with the Lee Valley Regional Park beyond. Residential developments are concentrated on High Cross Estate and the new Hale Village development which when complete, will comprise a mix of uses including residential, commercial/retail, student accommodation, hotel, school and other leisure/community uses. The Ferry Lane housing estate is also located to the south-east of the site, comprising predominantly 2-3 storeys flats and terraced dwellings.

4.0 PROPOSAL DESCRIPTION

- 4.1 This is an application for Planning Permission for works to extend the operational railway station at Tottenham Hale. The proposal consists of:

the creation of a new station entrance;

enlarged station concourse;

improved access and a new 'access for all' bridge to platforms 1 and 2.

The proposal includes:

the extension of the existing footbridge to form a new station entrance from Hale Village;

the relocation of the station vent shaft and provision of a new station control facility;

provision for two (2) small retail units.

The development also involves the closure of the existing Ferry Lane subway

5.0 PLANNING HISTORY

5.1 Planning Application History

There have been a number of applications for advertisements, mini cab offices and other minor developments, the most recent and relevant applications are as follows:

HGY/1990/0746 Demolition of existing station buildings and erection of new station.-
No decision

HGY/1996/0230 Improvements to station forecourt including pedestrian access routes, new canopies, paving, planting, formation and landmark beacon. Gtd 23/04/1996

HGY/2011/1587 Erection of canopies over proposed Bus Station, Erection of bus drivers building, Erection of public realm canopy, Erection of Taxi Queue Canopy. GTD 30/01/2012

HGY/2011/1594 New and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus. Planning permission not required. 21/12/2011

HGY/2012/1069 Erection of mini-cab kiosk within station with three dedicated parking spaces at Bero House Ashley Road N17 (renewal of temporary permission HGY/2009/0500) GTD 16/07/2012.

HGY/2013/1958 Prior Approval application for removal of 4 telephone kiosks and resiting of 2 telephone kiosks outside Tottenham Hale Station. GTD 18/11/2013.

5.2 Planning Enforcement History

There is no recent or relevant Planning Enforcement History

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework (NPPF)

The NPPF seeks to ensure that there is presumption in favour of supporting proposals that achieve sustainable development. The NPPF was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance. The following Paragraphs are of particular relevance this proposal: 2, 7, 11, 12, 13, 14, 17, 29, 30, 32, 35, 93, 95, 99, 100, 103, 109 and 118. Further information is also provided in the Technical Guidance.

6.2 The London Plan (Adopted July 2011)

2.8 Outer London: transport

2.14 Areas for regeneration

2.16 Strategic outer London development centres

4.12 Improving opportunities for all

5.1 Climate change mitigation

5.2 Minimising carbon dioxide emissions

5.3 Sustainable design and construction

5.7 Renewable energy

5.12 Flood risk management

5.13 Sustainable drainage

5.21 Contaminated land

6.1 Strategic approach

6.2 Providing public transport capacity and safeguarding land for transport

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7.19 Biodiversity and access to nature

6.3 Haringey Local Plan 2013

SP0 Presumption in favour of sustainable development

SP1 Managing Growth

SP4 Working towards a Low Carbon Haringey

SP5 Water Management and Flooding

SP6 Waste and Recycling
SP7 Transport
SP11 Design
SP13 Open Space and Biodiversity

6.4 Haringey Unitary Development Plan, 2006

UD3: General principles
ENV6: Noise pollution
ENV7: Air, water and light pollution
ENV11: Contaminated land
M10: Parking for development
OS17: Tree protection, tree masses and spines

6.5 Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG4 Access for All – Mobility Standards
Tottenham Hale Urban Centre SPD.

7.0 CONSULTATION

- 7.1 The applicant has provided a Statement of Community Involvement (SCI) which details the consultation with stakeholders prior to the submission of the application which included engaging with:
- The Greater London Authority;
 - Network Rail;
 - Colleagues across Transport for London
 - Greater Anglia;
 - Lee Valley Estates;
 - British Transport Police;
 - Tottenham Hotspurs;
 - Unite;
 - Lee Valley Regional Park Authority;
 - Bellway Homes; and
 - Grainger Plc.
- 7.2 The applicant carried out a letter drop to approximately 2,600 residents and local businesses inviting them to an information event on 11 December 2013. Approximately 30 people attended. They also distributed flyers at the existing station explaining the scheme and proposals on 17 December 2013. Information was also provided on the TfL website and contact email addresses provided.
- 7.3 Formal planning pre-application meetings were held with Council Officers on 15 November 2013 and on 28 November 2013. The scheme was presented to the Haringey Design Panel on 28th November 2013. The Panel questions and comments are set out in Appendix 3

- 7.4 After the submission of the application two (2) Development Management Forums were held on 22nd January and 11th February and were attended by sixteen (16) people. The minutes can be found in Appendix two (2). There were two rounds of notification carried out with 865 and 2785 local properties consulted in each of the consultation exercises respectively. Of the responses received 16 were in objection and 1 was in support.
- 7.5 A summary of statutory consultees', residents' and stakeholders' comments and objections can be found in Appendix one (1). Planning Officers have considered all consultation responses and have commented on these both in Appendix one (1) and within the relevant sections of the assessment in section 8.0 of this report.
- 7.6 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments up until the Planning Sub-Committee meeting. Any additional comments will be reported verbally to the planning sub-committee.
- 7.7 The GLA has provided its Stage 1 response it notes that the principle of the station redevelopment is strongly supported in strategic terms, as it will improve the layout, connectivity and access to, and within, the station. Whilst the design is also broadly supported, some further design development is encouraged together with further exploration of step-free access to Hale Village. The proposals are also strongly supported in transport terms, subject to some further information being provided.
- 7.8 It advises that the following issues should be addressed before the scheme is referred back to the Mayor: The opportunity for a secondary public entrance from the north, develop further the design of the north-facing frontage of the ticket hall block, and open up the northern edge of the commercial space to encourage pedestrian movement and activate the north frontage of the block. The inclusion of a shelter and seating area to serve the adjacent taxi rank. there are a number of areas that the. Further detail on the potential for step-free access to be included within the Hale Village link. Finally to be considered fully compliant with the London Plan the applicant should address the following: a construction logistics plan, including EL infrastructure protection; delivery and servicing plan; wayfinding, and; CIL liability.
- 7.9 The applicant has set out that the north facing frontage will accommodate the residential core entrance in the future when the over-station development is brought forward. It has agreed in the meantime to look at additional ways that the area can be improved and activated as the details of the scheme progress for example the provision of a coffee kiosk or taxi kiosk and a seating area. The other matters have been addressed by condition.
- 7.9 The table below list all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> • Ward Councillors • Building Control • Cleansing • Transportation • Environmental Health – Contaminated Land • Environmental Health – Noise & Pollution • Arboricultural Officer • Tottenham Team • Nature Conservation 	<ul style="list-style-type: none"> • Greater London Authority • Thames Water • Metropolitan Police • Environment Agency • London Fire Brigade • Network Rail • London Underground • Transport For London • Greater London Archaeology Advisory Service English Heritage • Tottenham Civic Society • Ferry Lane Action Group • Tottenham CAAC <p>2785 local properties were consulted.</p>

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- The principle of the proposal
- Design
- Accessibility
- The Hale Village Link
- The Loss of the Ferry Lane Underpass
- Transport
- Flood Risk
- Biodiversity and Trees
- Sustainability

8.2 Principle of proposal

8.2.1 London Plan Policy 2.13 and Local Plan Policy SP1 identify Tottenham Hale as an opportunity area and growth area where development will be promoted. The Tottenham Hale transport improvement scheme is identified as critical to enabling the regeneration of the area through improvements to the Tottenham Hale Station as a strategic interchange including improving access within the station for easy commuter flow between train, tube and buses, and improving accessibility for all. SP1 sets out the Council's aspirations for the area which include a new high quality station square and a state of the art new public transport interchange.

- 8.2.2 Policies 2.8 and 6.1 of the London Plan and Local Plan Policy SP7 support improved interchanges between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London.
- 8.2.3 Tottenham Hale Supplementary Planning Document provides more detailed and site specific planning policy guidance.
- 8.2.3 Therefore there is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area.
- 8.2.4 The provision of the two small scale retail units in this location is considered acceptable, as they will be ancillary to the primary function of the station, and provide small scale convenience shopping for commuters.
- 8.2.5 As indicated in the Tottenham Hale SPD the proposal has been designed in order to accommodate a future over-station development. The applicant has set out that the building has been designed to accommodate a building of up to nine stories above it. This approach is supported.

8.3 Design

- 8.3.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6.
- 8.3.2 The proposal was presented to the Councils Design Panel on Thursday 28th November 2013 the notes are set out in full in Appendix 3. In summary the Panel were very impressed by and supportive of the proposals. In particular they praised the design's simplicity, elegance, integration of artificial lighting and smoke control. The proposals were strongly welcomed and commended. The Panel noted the importance of the materials to achieve a high quality design and consequently a condition has been imposed requiring further details and samples of materials to be provided for consideration as part of any planning consent namely:
- the glass planks
 - the frieze below the glass cladding from the ground floor walls up to bottom edge of the band below the glass planks,
 - the junction between the frieze and the glass planks
 - the frieze/parapet / capping above the glass planks
 - the floor
 - any gates including the gate to the entrance from Hale Village

8.3.3 The quality of the design will create an attractive landmark station which, in combination with the improvements to the existing station building and the bus station works already underway, will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. As such the design of the proposed extension is considered to be high quality and will greatly enhance the visual amenity of the area, whilst setting the tone for high standards of design for any future proposed developments in the locality. Therefore, the proposal is in accordance with Local Plan Policy SP11 and London Plan Policies 7.4 and 7.6.

Safety by Design

8.3.4 London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.

8.3.5 The applicant has provided a crime prevention statement which states that the proposal has been prepared in consultation with British Transport Police Counter-Terrorism Security Advisors and Crime Reduction and Architectural Liaison Officers. The specific design elements that will have a beneficial impact on prevention of crime and improved perception of crime are noted as follows:

- Active frontages onto Station Square;
- Provision of a more generous concourse;
- Direct lines of sight;
- Visibility onto the taxi set down area;
- Improved Lighting Levels;
- Expanded CCTV coverage within station.

8.3.6 The entrance to the Hale Village link will establish good passive surveillance together with full CCTV coverage. The entrance will be closed when the station is not operational and secured by heavy duty collapsible security gates. Anti-terrorism measures have been incorporated including anti-collision bollards on Ferry Lane and raised level of the concourse.

8.3.7 The British Transport Police Crime Reduction and Architectural Liaison Officer has been consulted on the proposal and notes the contents of the crime prevention statement and confirms that meetings were held with the designers including on site. He advises that this design raises no concerns, as the station will be staffed during opening hours and it is proposed to extend the CCTV system.

8.3.8 The Metropolitan Police's Designing Out Crime Officer has provided comments on the closure of the Ferry Lane Subway and advises that the proposals to close the existing subway and install a new access will be an improvement from a crime prevention perspective.

8.3.9 Therefore the proposal is considered to be in line with the principles of 'Secured by Design' and 'Safer Places' and complies with London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 in this respect.

Accessibility and the Hale Village Footbridge

8.3.10 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places; and that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

8.3.11 The primary objective of the station upgrade project is to improve access to the public transport network. The proposed enhancements will substantially improve accessibility and legibility within the station as well as providing seamless, generous and step free routes into the station. In particular the design incorporates the following access benefits:

- Direct, step free interchange with the buses;
- Reduction of entrance steps from 10 stair risers today, to 3;
- Provision of a single-flight ramp into the station at less than a 1:20 gradient which follows the same desire line and environment as the entrance steps;
- Access to all surface rail platforms via new, 16 person, fully accessible lifts;
- Creation of much clearer rail interchange connections following natural desire lines and which remove obstructions and allow open lines of sight;
- Retention of blue badge parking and kiss and ride facilities in close proximity to the Station;
- Provision of ticket counters and machines that meet full accessibility standards including induction loops;
- Material selection that provides necessary visual contrast at key decision points, notably for steps and ramps, handrails and wall to floor junctions;
- A lighting strategy and architectural materials treatments that aid natural way finding by highlighting key decision points.

8.3.12 These measures are considered to significantly improve the accessibility for all users of the station.

8.3.13 Several of the letters of objection received from local residents and businesses raise concern that the current proposal does not provide lift access from the station ticket hall to the proposed footbridge to Hale Village. In response to these concerns Transport for London (TfL) has confirmed it is committed to the provision of a lift connection to the proposed footbridge in order to comply with DDA requirements. However Network Rail are currently undertaking feasibility work for the provision of a 3rd and 4th platform at the station as part of the Stratford to Angel Road upgrade of the West Anglia Main Line (STAR Project). Due to the uncertainty around the engineering detail of this project TfL are unable to commit to the exact location of a lift to the Hale Village crossing and installing a lift before the STAR project is finalised could lead to

significant abortive costs. In light of the significant objections and concerns from the Council,

8.3.14 TfL has agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and the timetable for its installation prior to the completion of the works.

8.3.15 On balance, Officers consider this is an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term in accordance with London Plan policies 6.1 and 7.2 and Local Plan SP11.

8.3.16 It is noted that objectors have requested that the footbridge remain open 24 hours a day, TfL has advised that the footbridge can only remain open during the operational hours of the station because the footbridge provides access into the ticket hall it would not be appropriate for security reasons to provide access when the station is not manned. Given the majority of people using the footbridge will do so to access Underground and Train services there is not considered to be significant benefit in providing 24 hours unlimited access across the bridge. Those wishing to access the bus station outside the operational hours of the station can do so using Ferry Lane which is not a significantly greater distance. Therefore it is not considered necessary to require the footbridge to remain open outside the operational hours of the station.

8.4 Transport and the Loss of the Ferry Lane Crossing

8.4.1 Local Plan Policy SP7 states that in line with the London Plan, the Council will work with its partners to promote travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by minimising congestion and addressing the environmental impacts of travel by promoting public transport, walking and cycling.

8.4.2 The Council's Transportation Team has been consulted and note that the primary objective of the station upgrade is to improve access to the public transport network, in order to ensure that the station can facilitate the forecasted future growth for interchange passengers and passengers from the local area. It is advised that passenger numbers have been steadily increasing since 2002 and have grown by 35% since 2012. In 2031 the station Am peak (07:00-10:00) demand is forecasted to increase to over 16,000 passengers which is double the existing level of demand, (7,700 passengers), who currently use the station during the Am peak period 07:00-10:00 and 8,400 passengers in the PM peak period 16:00-19:00 hours. On Tottenham Hotspur Football Club weekday match days, which happen on average 12-14 times a year, the forecast for the station is expected to increase to 19,000 passengers during the evening peak period, this is approximately some 5,000 additional passengers. They advise that the proposed improvements will enable the

station to cope with the additional demand whilst substantially improving the accessibility and legibility within the station, by providing step free access to the station, lift access to all platforms via a 16 person lift.

Removal of the Ferry Lane Subway

- 8.4.3 The provision of the new station will require the removal of the Ferry Lane Subway, as the core of the stairs falls directly on the main LU to Network Rail interchange desire line. The Council's Transportation Team do not object to the removal of the subway. It notes that TfL has undertaken extensive feasibility and scoping studies which has considered a number of alternatives including the possibility of providing a replacement surface level crossing. However the results of the initial feasibility studies have indicated that due to the presence of the westbound bus stop and the profile of the carriageway east to west, combined with: the width of the road, heavy traffic flows and the signalised crossing at the junction with Jarrow Road/ Ferry Lane with Mile Mead Road, it would not be possible to implement a surface level crossing without significantly impacting on traffic flows and speed.
- 8.4.4 Haringey Transportation Planning and Highway infrastructure team has also conducted an independent site visit to look at the feasibility of implementing a crossing at surface level, the results of the site visit conclude that, only a signalised crossing would be feasible; due to the proximity of the existing signalised crossings at Jarrow Road/ Mill Mead Road and Watermead Way/ Ferry Lane with Broad Lane, the crossing would have to be implemented on the Bridge over the railway line where the footways is at its narrowest; there would be an issue with the forward visibility of vehicles travelling eastbound towards the crossing, hence they have concluded that a crossing would not be feasible at this location without substantial traffic calming and engineering measures to slow traffic to 20 mph and 'build outs' to widen the pavement over the rail bridge. As it is not feasible to widen the bridge, the footways would have to be built out into the carriageway to accommodate pedestrians waiting to cross; this would also result in the sacrificing of the east and west bound cycle lanes, which would result in a significant disadvantage to cyclists.
- 8.4.5 On the basis of the assessments by TfL and the Council's Transportation Team it is considered that, on balance, the loss of the subway is acceptable in this instance. Alternative pedestrian crossings are available at the junction of Ferry Lane, Mill Mead Road and Jarrow Road to the east of the existing subway or the proposed new crossing to the west of the site opposite Hale retail park. The residents of the eastern parts of the Ferry Lane Estate will be able to use the Mill Mead Road/Jarrow Road crossing and the Hale Village Footbridge without a significant increase in their journey and those in the western parts of the Ferry Lane Estate will have to walk a further 100 metres to use the surface level crossing adding approximately 30 seconds to their journey time. Weighing this up against the transport benefits of the new station, the potential disbenefit to cyclists along Ferry Lane if a surface level crossing were provided and the support from the Met Police for the closure of the subway is considered acceptable.

Cycle Parking

- 8.4.6 The Transportation Team has reviewed the cycle parking provisions and consider that the cycle parking provision that is proposed as a whole as part of the bus station upgrade (90 cycle parking stands in total) will provide sufficient cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.
- 8.4.7 Therefore overall it is considered that the proposal would promote public transport, cycling and walking, improve the quality of public transport and assist in reducing congestion in accordance with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2011 policies.

8.5 Flood Risk

- 8.5.1 The site lies in Flood Zone 2 (medium possibility) which is assessed as having at least a 1 in 100 annual probability of flooding. The NPPF, London Plan Policy 5.12 and Local Plan SP5 advise that the Council will only consider development appropriate in areas at risk of flooding where accompanied by a site-specific Flood Risk Assessment. The NPPF Technical Guidance identifies the proposal as essential infrastructure which is appropriate in Flood Zone 2 and a site-specific flood risk assessment has been provided.
- 8.5.2 The Environment Agency has been consulted and raise no objections to the proposals. It notes that the finished floor levels would be 0.5m above the 1 in 100 chance in any year including an allowance for climate change in excess of their requirements for flood resilience. The Council's Head of Emergency Planning and Business Continuity is satisfied that TfL's evacuation planning will be adequate.
- 8.5.3 Therefore the proposal will ensure the resilience of this essential service in accordance with Local Plan SP5 London Plan Policy 5.12 the NPPF.

8.6 Biodiversity and Trees

- 8.6.1 The eastern part of the site is designated a Site of Nature Conservation (SINC) Borough Grade II with a number of trees along this part of the site. London Plan Policies and Local Plan Policy 7.19 SP13 state that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance Sites of Importance for Nature Conservation (SINCs).
- 8.6.2 The applicant has provided a biodiversity survey report which advises that the proposal would have a non-significant impact on the biodiversity value of the development area and immediately surrounding area. The most significant

impact from the proposal is the removal of 8 trees within the SINC. The Council's Nature Conservation Officer has been consulted and does not object to the proposal provided that a condition is imposed requiring the submission of further details for the mitigation and enhancement of biodiversity around the site.

8.7 Noise and Dust

8.7.1 Policies 7.14 and 7.15 of the London Plan and UDP Saved Policy ENV6 aim to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' Document 'The control of dust and emissions from construction and demolition' and locate potentially noisy developments where ambient noise levels are already high and where measures are proposed to mitigate its impact.

8.7.2 The Council's Environmental Health Noise Officer notes that the applicant has provided a noise impact assessment which is considered to be comprehensive and satisfactory in identifying potential causes of noise from the site both in the construction phases and when the station is complete. They note that some activities are predicted to cause noise that exceeds permitted levels and have the potential to cause a significant adverse effect at the closest residential receptors. The applicant's report considers the provision of acoustic hoarding around the work areas during such activities particularly where work is proposed for out of hours periods. This will be finalised once further assessment has taken place prior to the finalisation of the construction methodology, and consultation with the LPA. The Council's Environmental Health Noise Officer recommends that a Section 61 agreement under the Control of Pollution Act 1974 is provided prior to the works commencing.

8.7.3 This requirement is included as an informative

8.8 Contaminated Land

8.8.1 Saved Policy ENV1 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Contaminated Land Assessment, The Council's Environmental Health Pollution Officer raises no objections subject to imposing conditions requiring a discovery strategy, which would be submitted and approved prior to the commencement of any works and that any waste are to be sampled and analysed and disposed of in accordance with current regulations.

8.9 Sustainability

8.9.1 London Plan Policies 5.2 and 5.3 and Local Plan Policy SP4 require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. It requires all new developments where viable, to achieve a reduction in predicted carbon dioxide emissions of

40% from on site renewable energy regeneration, which can include connections to local sources of decentralised renewable energy.

8.9.2 The applicant has provided a Carbon and Energy Efficiency Plan (CEEP) which has evaluated a range of renewable technologies and sustainability measures. The station ticket office and concourses will use natural ventilation so will not require mechanical heating or ventilation. The areas of the station requiring heating and cooling are small scale (approximately 65.sq.ms) therefore the proposal does not have significant energy requirements. The proposal will incorporate an air source heat pump for space heating and cooling to the ticket office, clerk's office and kitchen/mess room and will use heat recovery to reduce ventilation losses to the office accommodation. It will also incorporate low flow WC and taps in staff accommodation and low energy lighting design including; Low energy light fittings, PIR sensors to switch of lights in stores and WCs, Timer and daylight controlled lighting and High levels of daylight penetration.

8.9.3 Several consultees and objectors have suggested that the proposal should incorporate solar pv technology, however currently no solar PV products have been formally reviewed for compliance with the London Underground Products Register (LU Standard L01085, Section 24 Fire Materials) so this technology cannot be used at this time. The potential for a green roof has also been considered and the inclusion is not possible due to maintenance and operational reasons and the potential for spreading invasive plant species.

8.9.4 It is therefore considered that in light of the constraints of the site and the low energy requirements that sufficient measures to reduce energy use and carbon emissions have been included to satisfy London Plan Policies 5.2 and 5.3 and Local Plan Policy SP4.

8.10 Air Quality

8.10.1 London Plan 2011 Policy 7.14 states development proposals should minimise increased exposure to existing air quality and make provision to address local problem of air quality. This approach is continued in Saved Policy ENV7 of the UDP 2006.

8.10.2 The Council's Environmental Health Pollution Officer has been consulted and notes that the Air Quality Assessment provided makes reference to the Tottenham Hale Gyratory as an air pollution "hotspot". The Tottenham Hale area is identified by TfL as an NO2 focus area where levels of NO2 are above the annual objective for this pollutant of concern. The Council's Environmental Health Pollution Officer has requested that a condition be attached to ensure that the heating plant does not exceed recognise emission levels. However the proposal does not require significant plant for heating and hot water, heating will be provided from an air source heat pump and hot water will be provided by local electric, point of use instantaneous water heaters. The proposal includes the removal of existing gas boilers on site which will reduce

local air pollution. Therefore, in this instance the conditions suggested are not considered necessary.

8.10.3 It is considered that the proposal would have no significant adverse impact on air quality in compliance with the above policies.

8.11 Archaeology

8.11.1 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.

8.11.2 A desk-based archaeological assessment has been undertaken. This assessment has established that there is the potential for archaeological remains to be present below ground on the site. A number of archaeological and historical features of interest have also been identified within the surrounding area. The Hale Village footbridge development extends into an Archaeological Priority Area (APA1 – The Lee Valley). However the proposed development of this structure is not likely to involve any ground excavation work as the footbridge will be built on a podium which has been constructed on existing ground surface. There may be the potential of limited ground clearance where structural supports are proposed for the bridge however in the main, no direct impact is predicted to APA1 at this stage of the design process.

8.11.3 Given the potential for archaeological remains on the site, and the expected impact on APA1 it is recommended that further archaeological work is carried out to provide further information on the archaeological potential of the site. This will ensure that any remains found are appropriately recorded. A method for mitigation will be secured by condition and agreed with the Greater London Archaeological Advisory Service (GLAAS).

8.12 Waste

8.12.1 Local Plan Policy SP6 states that the Council supports the objectives of sustainable waste management set out in the London Plan. To achieve these, the Council shall seek to minimise waste creation and increase recycling rates in relation to commercial, industrial and municipal waste in order to achieve the Mayor’s recycling targets.

8.12.2 The applicant has provided a Site Waste Management Supporting Statement which sets out that all waste generated from Tottenham Hale Station will be managed in accordance with TfL’s and LU’s established policies and procedures and that a site waste management plan will be prepared prior to any works on site and suggest this is a condition of a successful planning application. A condition has been attached requiring further details of the waste and recycling facilities and the provision of a site waste management

plan prior to the commencement of works on site to comply with Local Plan Policy SP6.

8.13 Local Employment

8.13.1 A condition has been attached requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area. This element of the proposal is supported by London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9.

8.14 CIL

8.14.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

8.14.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £58660 (£35 x 1,676 sq.m.).

9.0 **SUMMARY AND CONCLUSION**

9.1 There is strong strategic and local level Policy support for the improvement of the station interchange at Tottenham Hale to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area.

9.2 The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. The proposal includes a new footbridge to Hale Village which will improve the accessibility of the station from Hale Village and the Lee Valley. Although the proposal does not provide an 'access for all' lift to this footbridge, subject to the imposition of a condition requiring further details of the proposed lift, officers consider this an acceptable solution which in combination with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term.

9.3 It is considered that on balance the loss of the Ferry Lane subway is acceptable in this instance. The provision of an alternative surface crossing has been assessed by TfL and the Council's Transportation Team and it has been concluded that due to the engineering constraints in this part of Ferry Lane a crossing could not be provided without significant impacts on buses,

cyclists and traffic. Alternative crossing points are available to the east and west of the current subway and on balance the loss of the subway is considered acceptable when weighed against the significant transport benefits which will result from the new station.

- 9.4 The proposal is considered acceptable in terms of flood risk, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. The proposal will include renewable energy technology and energy saving measures and is considered to adequately address sustainability requirements. A condition requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area.
- 9.5 Therefore overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.

10.0 RECOMMENDATIONS

GRANT PERMISSION subject to referral to the Mayor of London and subject to the following condition(s)

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

Reason:

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

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

A-600-010, A-600-011, A-600-012, A-600-013, A-600-020, A-600-021, A-600-022, A-600-023, A-600-024, A-600-025, A-600-026, A-600-027, A-600-028, A-600-030, A-600-031, A-600-032, A-600-033, A-600-034, A-600-035, A-600-036, A-600-037, A-600-038

Design & Access Statement December 2013

Transport Statement December 2013

Air Quality Assessment December 2013

Arboricultural Impact Assessment December 2013

Archaeological Assessment December 2013

Biodiversity Survey and Report December 2013

Sustainable Design and Construction Statement December 2013
Flood Risk Assessment December 2013
Noise Impact Assessment December 2013
Contaminated Land Assessment December 2013
Crime Prevention Statement December 2013
Statement of Community Involvement December 2013
Site Waste Management Supporting Statement December 2013
Planning Statement December 2013
Briefing Note: Cycling Provision January 2014
Briefing Note: Local Labour and Employment January 2014
Briefing Note: Environment Agency Query February 2014
Briefing Note: Provision of a Lift February 2014

Reason:

In order to avoid doubt and in the interests of good planning.

3. Samples of materials and a schedule of the exact product references 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:
- the glass planks
 - the frieze below the glass cladding from the ground floor walls up to bottom edge of the band below the glass planks,
 - the junction between the frieze and the glass planks
 - the frieze/parapet / capping above the glass planks
 - the floor
 - any gates including the gate to the entrance from Hale Village.

Reason:

In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

5. A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition in accordance with a timetable to be submitted to and approved by the Local Planning Authority.

Reason:

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

6. Prior to the commencement of the development hereby permitted, details of the proposed station management for the demolition and construction phase shall be submitted to and approved by the Local Planning Authority and Transport for London. Such details to include but not limited to passenger way finding signage information, arrangements to address the pedestrian passenger flows in and around the station, and the method by which pedestrians will be informed of these works. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange.

7. Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The signage strategy shall include the provision of signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link, and the

taxi rank for passengers exiting the station. The approved details shall be installed prior to the completion of the station works.

Reason:

To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station.

8. Prior to any works associated with the demolition or commencement of the development hereby granted a Demolition and Construction Management Plan and Construction Logistics Plan (CLP) must be submitted to and approved by the Council in consultation with Transport for London. The Demolition Management Plan and the Construction Management Plan shall include but not limited to:

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;
- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.
- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station;
- measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

The development shall only be implemented in accordance with the details as approved.

Reason:

To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

9. Before development commences other than for investigative work a discovery strategy shall be submitted and approved by the LPA prior to the commencement of any works. Waste soils removed from site as a result of the redevelopment are to be sampled and analysed and disposed of in accordance with current regulations.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. Prior to the commencement of the development hereby permitted, a mitigation and enhancement strategy for the ecological receptors around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason:

To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) in accordance with London Plan Policies Policy 7.19 and Local Plan Policy SP13.

11. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason:

In order to ensure that the amenity of surrounding residents is safeguarded.

12. 6 months after commencement details of the location and size of the lift linking the western extreme of the Hale Village footbridge to the ticket hall and the phasing and implementation of these works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the works shall be carried out in accordance with the approved details within 3 months of completion of the STAR works or a decision not to implement STAR works. The lift works should be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason:

In order to ensure ease of access for the less mobile members of the community.

13. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

14. The demolition and construction works shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason:

In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy 7.21 of the London Plan, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

15. Local Labour shall be employed on the site in accordance with TfL's Strategic Labour Needs and Training Programme details of which should be supplied to the Council 3 months prior to works commencing on site.

Reason:

In order to ensure that the scheme provides employment opportunities within the Borough and for the local community.

INFORMATIVE: Waste Management Waste generated by the station after completion of the work will need to follow the same management plan. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TFL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.

INFORMATIVE: 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

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

INFORMATIVE: In relation to condition 5 the written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs. English Heritage advises that the archaeological fieldwork would comprise the following:

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need

to be agreed. The outcome will be a report and archive. It is recommended that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work.

INFORMATIVE: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.

INFORMATIVE: Network Rail Implementation of the proposed scheme will be subject to Network Rail's internal Clearance procedure to ensure the proposed development is accepted by all relevant internal stakeholders.

INFORMATIVE: Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: AssetProtectionAnglia@networkrail.co.uk. 'More information can also be obtained from our website at www.networkrail.co.uk/asp.

INFORMATIVE: Prior to refurbishment of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE : Community Infrastructure LevyThe application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £58660 (£35 x 1,676 sq.m.). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: The Applicant is advised of the requirement to enter into a Section 61 agreement under the Control of Pollution Act 1974.

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH Transportation	<p>The proposed station is located on the junction of Ferry Lane with Hale Road and Broad Lane Ferry Lane is on the SRN Strategic Road network however the road is a Borough Road. The station development is part of a larger transport infrastructure upgrade of Tottenham Hale including; the Gyratory, bus station and underground; the gyratory and bus station upgrades projects are due for completion by August 2014. This application has been the result of many years of consultation with the Borough Transportation Planning Team; the applicant Transport for London is proposing to extend the existing station to provide a new station entrance, enlarged station concourse, improved access and new access for all bridges, extension of the existing foot bridge to a new station access to Hale Village, new station control room and additional retail units.</p> <p>Our review of this development proposal will look at the impact of the proposed development on the local transportation and highways network and if any mitigation is required.</p> <p>The primary objective of the station upgrade is to improve access to the public transport network, in order to ensure that the station can facilitate the forecasted future growth for interchange passengers and passengers from the local area. Passenger numbers have been steadily increasing since 2002 and have grown by 35% since 2012. In 2031 the station Am peak (07:00-10:00) demand is forecasted to increase to over 16,000 passengers which is double the existing level of</p>	Noted. Condition attached as recommended.

No.	Stakeholder	Question/Comment	Response
		<p>demand, (7,700 passengers), who currently use the station during the Am peak period 07:00-10:00 and 8,400 passengers in the Pm peak period 16:00-19:00 hours. On THFC weekday match day, which happens on average 12-14 times a year, forecast for the station is expected to increase to 19,000 passengers during the evening peak period, the is approximately some 5,000 additional passengers. The proposed improvements will enable the station to cope with the additional demand and well as substantially improving the accessibility and legibility within the station, by providing step free access to the station DDA access to all platforms via a 16 person lift.</p> <p>The proposed interchange has been designed to facilitate the future 3 /4 tracking of the Great Angela rail station by implementing new access to platforms via the new access for all bridge being delivered separately by network rail. The footbridge extension will also create a new direct link between the station and Hale Village, the link to Hale Village will not be DDA compliant however passive provision will be provided for a lift in the future, DDA access will be provide via Ferry Lane.</p> <p>The provision of the above facility will require the removal of the Ferry Lane Subway, as the core of the stairs falls directly on the min LU to Network Rail interchange desire line; we do not object to the removal of the subway. TfL looked at the possibility of providing a surface level crossing however the results of the initial feasibility studies have indicated that due to the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>presence of the westbound bus stop and the profile of the carriageway east to west combined with: the width of the road, heavy traffic flows and the signalised crossing at the junction with Jarrow Road/ Ferry Lane with Mile Mead Road, it would not be possible to implement a surface level crossing. Haringey Transportation Planning and Highway infrastructure team has also conducted an independent site visit to look at the feasibility of implementing a crossing at surface level, the results of the site visit conclude that, only a signalised crossing would be feasible; due to the proximity of the existing signalised crossings at Jarrow Road/ Mill Mead Road and Watermead Way/ Ferry Lane with Broad Lane, the crossing would have to be implemented on the Bridge over the railway line where the footway is at its narrowest; there would be an issue with the forward visibility of vehicles travelling eastbound towards the crossing, hence the engineer concluded that a crossing would not be feasible at this location without substantial traffic calming and engineering measures to slow traffic to 20mph and buildouts to widen the pavement over the rail bridge. As it is not feasible to widen the bridge, the footways would have to be built out into the carriageway; this would also result in the loss of the east and west bound cycle lanes, which would result in a significant disadvantage to cyclist. We have therefore concluded that a surface level crossing will not be feasible between the two junctions.</p> <p>We have reviewed the cycle parking provisions and have</p>	

No.	Stakeholder	Question/Comment	Response
		<p>considered that the cycle parking provision that is been proposed as a whole as part of the bus station upgrade (90 cycle parking stand in total) will provide sufficient cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.</p> <p>Consequently the transportation and highways authority would not object to this application as the application in line with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2011 policies.</p> <p>Condition:</p> <p>The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on the Ferry Lane and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p>	

No.	Stakeholder	Question/Comment	Response
	Environmental Heath Noise	<p>The report appears to be comprehensive and satisfactory in identifying potential causes of noise from the site both in the construction phases and when the station is complete. On page 26, table 10 lists those activities that are predicted to cause noise that exceeds permitted levels.</p> <p>Four of the five occasions are planned to be carried out at night when the station is closed. On Pg 27, the report states “noise from the activity of foundation excavation has the potential to cause a significant adverse effect at the closest residential receptors. The provision of acoustic hoarding around the work areas will be considered during such activities... where work is proposed for out of hours periods, and following the finalisation of the construction methodology, further assessment and consultation with the LPA will be undertaken.”</p> <p>For this reason the report (Conclusions P30) states “In addition under the Control of Pollution Act 1974, the LPA may insist on implementing a Section 61 agreement for the works. This would allow the setting of construction hours, noise limited and methods of control for the duration of the project.”</p> <p>I recommend that this be done for these planned activities to ensure noise levels and the periods of time are controlled.</p>	Noted. Conditions attached as recommended. All other points are considered in Paragraph 8.7 of the report.
	LBH Waste Management/Cleansing	Accompanying this planning application is TFL's Waste Management Plan and strategy for dealing with waste	Noted. Condition attached requiring further details of the waste disposal and recycling

No.	Stakeholder	Question/Comment	Response
		<p>generated during the demolition and development of the building, this includes recyclable materials.</p> <p>Waste generated by the station after completion of the work will need to follow the same management plan. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TFL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.</p>	arrangements.
	LBH Building Control	No objections	Noted
	Nature Conservation	I can confirm that I would not object if we condition details for mitigation and enhancement to be agreed with the Planning Authority and that their implementation is also conditioned and enforceable.	Noted. Condition attached as recommended.
	Arboricultural Officer	I have no objection to the planning application. It is proposed to remove 8 trees to facilitate the re-development of the site. They are all of low quality and value. Their loss will be mitigated by the proposed planting of new semi-mature trees outside of the new station entrance. The trees to be retained should be adequately protected if the tree protection measures outlined in the Arboricultural Impact Assessment are adhered to.	Noted. Condition attached as recommended.
	EXTERNAL		
	Network Rail	<p>Having considered the details of the application I can advise that Network Rail wishes to make the following comments:</p> <p>Network Rail understands that Tottenham Hale Station</p>	Noted. Informative attached.

No.	Stakeholder	Question/Comment	Response
		<p>is located within the Upper Lee Valley Opportunity Area, which has been identified as a 'Key Growth Point' and also an 'Area of Regeneration' within the London Plan (2011) in addition to the local designations set by the London Borough of Haringey. Network Rail recognises that in order to enable the regeneration and growth of the area it is necessary to support proposed improvements to the public transport system to create infrastructure that is fit for the 21st Century. As such Network Rail supports the principle of the redevelopment of Tottenham Hale Station with the view to provide improved transport infrastructure within the local area. It must be noted however that the 'description of development and engagement' within the Planning Statement which states that the new Access for All (AfA) bridge is to be delivered separately by Network Rail is misleading as at this stage this is not guaranteed. Network Rail is currently awaiting conformation from the Department for Transport as to whether there is funding available to finance the construction of this bridge, which is understood to be a fundamental part of the redevelopment of the station included within this planning application. A decision on funding is expected by April 2014.</p> <p>Although not necessarily a planning matter at this stage, it is important to be aware in light of the TFL proposal that Network Rail is currently in the process of devising a proposal to upgrade several miles of the West Anglia Main Line (WAML), which runs through and provides a passenger train service that calls at Tottenham Hale</p>	

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		<p>Station. The proposed development includes the construction of an additional railway track that would take the station from 2 to 3 tracks to enable an increased capacity service to operate along the route. As part of the implementation of the railway track it will be necessary to upgrade and reconfigure associated infrastructure, including bridges, within the London Borough of Haringey and neighbouring London Borough of Enfield. The project is currently at the feasibility stage with option selection imminent. At present it is anticipated that the final design will be realised in October 2014, which the London Borough of Haringey will of course be consulted on in advance of any submission. Network Rail is currently in the process of arranging regular meetings with key stakeholders of the WAML scheme.</p> <p>As the landowner of part of the site, TFL have liaised with Network Rail over the current redevelopment design of Tottenham Hale Station and have welcomed comments in relation to the scheme. From a town planning perspective there are no material planning considerations that Network Rail believe would harm the current station arrangement as it stands. There are a number of engineering aspects associated with the WAML project that are currently unknown, however Network Rail will continue to work with TFL to ensure current and future transport schemes are compatible. Network Rail will work with TFL to find a solution, where possible, to matters in relation to property and construction, which it is felt can be finalised outside of</p>	

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		<p>the planning process through other legal mechanisms.</p> <p>Network Rail recommends the following Informatives are placed on any planning permission granted to ensure Network Rail Standards are adhered to during the design, construction and implementation process:</p> <p>Informative 1</p> <p>Implementation of the proposed scheme will be subject to Network Rail's internal Clearance procedure to ensure the proposed development is accepted by all relevant internal stakeholders.</p> <p>Informative 2</p> <p>Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: AssetProtectionAnglia@networkrail.co.uk. 'More information can also be obtained from our website at www.networkrail.co.uk/asp .</p> <p>In summary, Network Rail supports the principle of the redevelopment of Tottenham Hale Station and will work with TFL to provide public transport infrastructure that coincides with the aspirations of the local area.</p>	
	London Underground	No comment to make on this planning application.	Noted

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	Infrastructure protection		
	Transport for London	<p>A key project in the 2006 Tottenham Hale Urban Design Framework, which was endorsed by the Mayor and subsequently adopted Haringey Council, envisaged an improved station interchange with provision of step free access in order to accommodate future predicted demand. This proposal takes forward that aspiration and is consistent with London Plan Policy 6.1 strategic interchanges strategic approach (d) improving interchange between different forms of transport, particularly around major rail and Underground stations. Similarly, the objectives in London Plan policy 6.2 providing public transport capacity and safeguarding land for transport, and London Plan Policy 6.4 Enhancing London's transport connectivity, are met insofar as the proposals improve the integration between the new bus station, London Underground and Network Rail services, improve the quality of the station building, provide step free access and will help deliver the capacity improvements needed on the transport network both now and into the future.</p> <p>The proposals will also deliver improved connectivity through a bridge link to the Hale Village development which was also a masterplan objective.</p> <p>It is noted that the scheme results in the closure of the Ferry Lane subway link. The opportunities for its retention are considered as part of this submission and it is accepted that its retention would compromise the wider benefits that the proposed scheme can deliver. In addition the new link bridge to Hale Village and</p>	Noted. Conditions attached as recommended.

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		<p>pedestrian crossings delivered as part of the Gyratory project will provide an alternative pedestrian route to the station.</p> <p>As such, the proposed development is seen as being a very positive addition to the existing transport infrastructure and network, improving modal interchange for buses, pedestrians and cyclists, facilitating regeneration and providing resilience to the rail and underground services.</p> <p>Cycle Parking</p> <p>The submission advises that as part of the Gyratory project, 25 cycle parking spaces will be provided at the interchange. London Plan policy 6.9 cycling is not specific on cycle parking at interchanges though some work has been done by TfL looking at station entry numbers. The TfL 2012 Rail Origin and Destination Survey (RODS) suggests that 34 passengers choose cycling as their mode of access to Tottenham Hale station. This level of provision is considered to be the minimum cycle parking provision in any circumstance and would be accommodated by 25 stands (or 50 spaces).</p> <p>It is the case however, that the number of cycle stands at the interchange has yet to be finalised as part of the Gyratory project. The current design together with the station suggests that in excess of 80 cycle parking spaces will be provided to support the likely future demand related to the growth in the Upper Lea Valley and additional demand on the transport network. This should accommodate the existing requirements and</p>	

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		<p>makes provision for future cycle parking demand. The applicant should, nevertheless be asked to confirm the cycle parking numbers.</p> <p>Taxi Rank Location and relationship to the Station Entrance.</p> <p>The proposals do not provide a direct line of sight for passengers exiting the station which may result in operation issues for the station and the smooth interchange of passengers between the station and the taxi rank. This will need to be explored further prior to planning permission being granted.</p> <p>Construction / Infrastructure protection and Delivery</p> <p>The application refers to minimal disruption during any construction works. TfL nevertheless expects the provision of a Construction Logistics Plan to be submitted, either through condition or as part of any s.106 agreement, in order to be in line with London Plan Policy 6.14 Freight. Given the proximity to TfL / London Underground assets it is also essential that works are not carried out that compromise either the bus or the existing London Underground station. It is therefore critical that the discharge of any condition or s.106 agreement is agreed with TfL.</p> <p>During the construction works, a wayfinding strategy particularly for pedestrians and cyclists accessing the station, but not forgetting taxi and vehicle drop off arrangements, should also be provided either as part of the construction logistics requirements or as a separate condition. Suggested conditions for discussion have been appended to this letter.</p>	

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		<p>TfL would also expect that a Delivery and Servicing Plan (DSP) should be secured as condition and / or s.106 requirement for the station retail units.</p> <p>Community Infrastructure Levy</p> <p>In accordance with London Plan policy 8.3 '<i>Community Infrastructure Levy</i>', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Haringey, where the charge is £35 per square metre</p> <p>Summary</p> <p>TfL is supportive of the application as it meets the transport aspirations and improvements required to the interchange at Tottenham Hale. There are however, a number of areas that TfL considers the applicant still needs to address for the application to be considered acceptable and compliant with the transport policies of the London Plan:</p> <ul style="list-style-type: none"> • Provision of sufficient cycle parking spaces • Construction Logistics Plan, including TfL infrastructure protection. • Delivery and Servicing Plan • Wayfinding • CIL liability <p>I trust this provides you with a better understanding of TfL's current position on the proposals prior to any stage 1 referral to the Mayor.</p>	

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		<p><u>Conditions</u></p> <p><u>Wayfinding</u> Prior to the commencement of development hereby permitted, details of the proposed station management for the demolition and construction phase shall be submitted to and approved by the Local Planning Authority and Transport for London. Such details to include but not limited to passenger wayfinding signage information, arrangements to address the pedestrian passenger flows in and around the station, and the method by which pedestrians will be informed of these works. The development shall only be implemented in accordance with the approved details.</p> <p>Reason: To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange.</p> <p><u>Signage Strategy</u></p> <p>Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The approved details shall be installed prior to the completion of the station works.</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Reason: To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station.</p> <p>Demolition and Construction Management Plans and Asset protection. Prior to any works associated with the demolition or commencement of the development hereby granted a Demolition and Construction Management Plan must be submitted to and approved by the Council and Transport for London. The Demolition Management Plan and the Construction Management Plan shall include but not limited to:</p> <ul style="list-style-type: none"> • details of phasing and methodology to be used in the demolition process • the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice; • the routes which construction traffic shall be directed to use; • any measures to deliver construction materials and remove construction waste by rail; • any necessary temporary road closure orders or diversions on the highway network in the vicinity of 	

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		<p>the Site;</p> <ul style="list-style-type: none"> • the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014. • details of the form siting and installation of temporary wayfinding signage to the Destinations; • measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station; • measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site; • measures to monitor construction traffic impacts generally; • measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets • measures to be taken prior to road closures and 	

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		<p>construction</p> <ul style="list-style-type: none"> measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase <p>The development shall only be implemented in accordance with the details as approved.</p> <p>Reason:</p> <p>To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange and the necessary safeguards for TfL infrastructure protection.</p>	
	<p>English Greater Archaeological Advisory Service (GLAAS)</p> <p>Heritage London Service</p>	<p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. The above planning application either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that</p>	<p>Noted. Conditions and informatives attached where appropriate. There are no historic buildings on the site therefore building recording is not considered necessary.</p>

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		<p>applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.</p> <p>The Tottenham Hale Station development lies on the border of the Lea Valley Archaeological Priority Area, where alluvial floodplains and resources have been exploited since earliest times. By the Medieval period, much of the river was in use: farmsteads were located along the river banks, a quay was established at Tottenham Hale and watermills are known from Ferry Lane area. Records indicate that the Tottenham Hale Station was in operation by 1850, albeit much smaller, and that residential developments took place to the north-west of the site between 1850 and 1864. The historic station is worthy of recording as an undesignated heritage asset whilst medieval or earlier remains may have survived its construction and could be revealed by the development.</p> <p>Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied</p>	

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		<p>to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:</p> <p>Reason Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.</p> <p>Condition A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).</p> <p>C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Informative The written scheme of investigation will need to be prepared and implemented by a suitably qualified</p>	

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		<p>archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs. I envisage that the archaeological fieldwork would comprise the following:</p> <p>Watching Brief An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. I recommend that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work. Historic Building Recording Archaeological building recording is an investigation to establish the character, history, dating, form and development of a an historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.</p> <p>Condition Building Recording I also recommend that the following condition is applied. Reason: Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of</p>	

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		<p>results, in accordance with Section 12 of the NPPF.</p> <p>Condition: No demolition shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of building recording and reporting in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing. No development shall take place other than in accordance with the Written Scheme of Investigation.</p> <p>Informative: The written scheme of investigation will need to be prepared and implemented by a suitably qualified heritage practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.</p>	
	Environment Agency	<p>We have no objections to the proposed development on flood risk grounds, but would recommend that finished floor levels for the proposed development are set no lower than 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level, or where this is not practical, flood resilience/resistance measures are incorporated. This is to protect the proposed development from flooding.</p> <p>We have not made an assessment of the safety of the route of access/egress from the site in a flood event or any requirements in relation to signage, underwater hazards or any other particular requirements, as this is a</p>	<p>Noted. The Council's Head of Emergency Planning and Business Continuity is satisfied the TfL's evacuation plans are adequate.</p>

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		<p>matter for the Local Planning Authority. We are not the competent authority on matters of evacuation or rescue, and therefore are unable to assess suitability of evacuation arrangements. Your emergency planners should be consulted on evacuation arrangements.</p> <p>Further comments provided as follows:</p> <p>We have no objections to TfL proposals for the finished floor levels to be 0.5m above the 1 in 100 chance in any year including an allowance for climate change flood level.</p>	
	Thames Water	<p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	Noted
	The British Transport Police Crime Reduction and Architectural Liaison Officer	Notes the contents of the Crime Prevention Statement and confirms that meeting were held with the designers and on site. They advise that this design raises no concerns, as the station will be staffed during opening hours and it is proposed to extend the CCTV system.	Noted
	Metropolitan Police Designing Out Crime Officer	I have viewed the plans and visited the site, and am of the opinion that the proposals to close the existing subway and install a new access route will be an improvement (from a crime prevention perspective).	Noted

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	GLA	Have provided their Stage 1 response.	Their comments are addressed in the body of the report.
	Canal & River Trust London	<p>While the development is not directly adjacent to the River Lee Navigation or its towpath, we wanted to make comment on the application because of our concern for the missed opportunity with relation to connections with the valuable local resource of the Lee Valley.</p> <p>The station upgrade will be a positive step in the regeneration of this area, and represents an opportunity to enhance links with surrounding areas also undergoing change and improvement. The Canal & River Trust see the enhancement of all pedestrian and cycling access to the River Lee Navigation as essential for encouraging better use of this valuable resource. It is therefore a disappointment to note that while new pedestrian access is provided from the station towards Hale Village (which leads onto the Navigation and its towpath) this will not be accompanied by a DDA compliant lift. This will restrict open access for some through Hale Village to the towpath and Tottenham riverside, and will be a missed opportunity for making the most of the station upgrade works. The Lee Valley, and the towpath through it, provides important north-south access to green space, recreation, and job opportunities, and we therefore consider that to make this route DDA compliant is essential as part of the regeneration of this area.</p>	Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.
	Lee Valley Regional Park Authority	<p>The planning application was considered by the Authority's LLV Regeneration and Planning Committee on 13th February 2014, when it was resolved that:</p> <p>(1) that the London Borough of Haringey be informed</p>	Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course. As

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		<p>that the Authority welcomes the proposed station redevelopment, which would enhance access to the Regional Park. However we request that the following be included as part of the main phase of the station redevelopment:</p> <p>(a) provision of step-free access for the Hale Village Link, including the lift at the western end of the bridge outlined in section 5.4 of the submitted Design and Access Statement, as it is unacceptable for the development to be non-compliant with the Disability Discrimination Act 1995 as amended; and (b) provision of signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link</p> <p>INFORMATIVE</p> <p>These measures are considered necessary to ensure that this important link to the Regional Park is accessible and signed, in line with adopted Park Development Framework proposals.</p>	<p>part of the condition requiring further details of a wayfinding strategy the applicant is require to provide signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link.</p>
	<p>Haringey Disability First Consortium</p>	<p>We are incredibly concerned by the lack of consideration of the requirements of local disabled people in these plans, and the apparent discriminatory treatment of disabled people, particularly those with mobility issues, in the design and consultation process.</p> <p>Haringey Disability First Consortium is Haringey's disability umbrella group, representing the views of over 800 local disabled people; including people who use wheelchairs and mental health services, people with learning difficulties, sensory impairments, facial disfigurements, MS and HIV, survivors of stroke,</p>	<p>Noted. The Council is committed to agreeing a process going forward regarding meaningful consultation of the consortium on major applications. A meeting has been offered to discuss this application.</p>

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		<p>diabetes, heart conditions and life altering incidents. We work with all people who are disabled by barriers in society due to long-term health conditions and who live, work or have a connection to Haringey. Mobility, access and the built environment are of vital importance to disabled people. As our members put it if you are stopped from getting about your neighbourhood or barred from safely getting in and out of your home you are effectively “under house arrest”. This is why in our first year we set-up a sub-group to work on these issues and to enable Haringey Council, TfL and their development partners to hear directly from disabled residents and to work together to make Haringey accessible for everyone.</p> <p>Our MATH (Mobility, Access, Transport and Housing) sub-group is open to all our members, is chaired by a surveyor, and includes members who have chaired the London Council’s Advisory Committee on Mobility, TfLs Disability Advisory Group, and been members of Greater London Action on Disability (GLAD) and Disabled People’s Direct Action Network (DAN). HDFC are disappointed that TfL and LBH did not use this resource in the design and development of these plans – particularly given the fact that a number of different stakeholders (who aren’t experts in access and mobility, e.g. Spurs, Lee Valley Estates and Newlon) highlight the lack of DDA compliance as a reason for them not to support the plans as they stand. HDFC feel that in not engaging with our members the experience of local disabled people has been overlooked and that consultation with stakeholders,</p>	Noted

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		<p>which is statutory obligation with major planning applications such as this one, has not effectively happened.</p> <p>HDFC comments on the plans for Tottenham Hale and consultation process:</p> <p>This is major development. LBH have a statutory obligation to notify stakeholders giving them 21 days to respond. Our members were not provided with accessible plans until 18th February effectively giving disabled people three working days to respond an extended consultation. We note from GLA submissions that due to not receiving appropriate paperwork in a timely manner the Mayor of London's six-week period to consider will run until 4th March. We feel that it would have been appropriate given the above (HDFC were not provided with plans until 2 months after 'neighbours' and nearly a full month after the Mayor) and that LBH were already bound (under Article 4(2) of the</p> <p>Town & Country Planning Act) to a deadline of 4/3/2014 that our members should have been given that time too.</p> <p>Connected with the point above we encourage LBH and TfL to provide staff with training in Disability Equality. There was a huge amount of unnecessary confusion and delay that came about due to a lack of understanding of 'reasonable adjustments'. This resulted in further reducing the time we were given to consult and a cost implication for TfL in getting Braille translations that</p>	<p>Noted. HDFC were not included in the initial notification of the application but were subsequently notified on the 5th February.</p> <p>Noted</p>

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		<p>were not required had they met our initial ‘reasonable adjustment’ request.</p> <p>HDFC suggest that funding for an Independent Access Group for Haringey and training for key staff (to minimise problems arising in future and make the best use of all our limited resources) should be secured as a condition and/or s.106 requirement in this application (and applications in the future). The effectiveness of such schemes is well known and clearly demonstrated recently with Stratford City Consultative Access Group.</p> <p>The plans themselves: HDFC does not believe that these plans conform to Lifetime Homes or Lifetime Neighbourhoods or Access For All principals. HDFC encourages LBH and TfL to use these policy directives to guide their planning and processes.</p> <p>HDFC sees Tottenham Hale as a major transport interchange and feels it should be treated as such. There are Overground, Tube and Stansted Express trains bringing people from International flights, buses, cyclists, pedestrians, community transport and car drivers that rely on the interchange. HDFC asks LBH and TfL to consider Tottenham Hale a transport interchange (given the huge amount of investment and development happening in Tottenham over the coming years we feel it would be massively beneficial) to enable the use of TfLs expertise within their Interchange Programme and other best practice guidance.</p>	Noted

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		<p>Access to the station going from 10 to 3 risers, when there is a clear opportunity to remove those steps in their entirety, is a very disappointing oversight. Retaining these steps discriminates against people with mobility issues and visual impairments and those using pushchairs/ prams and with heavy luggage and shopping. It requires these individuals to take a longer, more complicated route and ignores the 'desire lines' of equality streams including disabled people and women. HDFC encourages LBH and TfL to go from 10 to zero steps into the station.</p> <p>The accessible lift. The Station Related Access Improvements, which are a major aspect of this planning application, rely on the future, potential provision of a 16 person lift by Network Rail. In their submission Network Rail describe this as "misleading" as there is no guarantee of it being funded by the DoT. HDFC cannot support a planning application that is presented as improving access but that offers no step-free access to platforms. 'Passive Provision' does not make the scheme DDA/ EA compliant.</p> <p>The lift discussion. The plans as proposed state "While a lift can be provided that meets Building Control Part M requirements, this will be smaller than NR design standards. Derogation from these standards will be necessary as it falls on NR land...The size and complexity of construction could be significantly reduced if the design and construction of this lift is coordinated with major track works. The STAR project may present this opportunity in future." As above HDFC feel discussions/ proposals about what kind of lift</p>	<p>There is in fact step free access via a ramp at the station entrance and does not involve a longer or more complicated route.</p> <p>The proposal does include a 16 person lift to and from platforms 1 and 2. The sections of the submission quoted refer to the future provision for 3rd and 4th platforms at the station.</p>

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		<p>and where it would go are moot and “misleading” and imply an influence/future proofing that does not exist in this proposal. HDFC cannot support a planning application that is presented as improving access but that offers no step-free access to platforms. ‘Passive Provision’ does not make the scheme DDA/ EA compliant.</p> <p>The Hale Village Bridge and Ferry Lane underpass. As highlighted by a number of stakeholders removing the underpass and replacing it with a bridge that is not accessible to disabled people, people with pushchairs/ prams or those with luggage or shopping is wholly unacceptable. As one of our members put it “A foot-bridge with steps is no more or less accessible... than a subway with 46 stairs. Closing a subway and creating a foot-bridge would be a case of 'like for like'.” As stated in other submissions we feel that TfL and LBH have underestimated the use of the subway by local people and its potential benefit (particularly if altered to be accessible and take into account community safety concerns) in the broader plans for Tottenham’s redevelopment (e.g. connections with the Lee Valley, Spurs, cross-borough bus services, cycling and walking routes and other public transport etc.)</p> <p>HDFC cannot support this proposal as it is not DDA/ EA compliant, replacing a subway with steps for a ‘sur-way’ with steps is discriminatory, inaccessible and will impact negatively on local residents who use this route at the moment.</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p>

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		<p>The 'non-paying' NR footbridge only being open during station opening hours feels like a missed opportunity to come-up with a creative solution incorporating access and clear passenger movement 'desire lines'. An accessible, step-free footbridge should be developed. HDFC would encourage it is built with good lighting and a roof and that it is open 24/7 to enable it to be used at all times of day and year and so it doesn't get too slippery (see Alexandra Palace access issues)</p> <p>Connected to the above HDFC feel that suggesting people with mobility issues, pushchairs/prams and luggage and shopping take the longer, more dangerous pavement route is discriminatory and a matter for community safety consideration. The pavement is narrow, has 'street furniture' that effects access and the traffic moves quickly and onto the pavement. TfL in their own Transport Statement have noted the unsatisfactory nature of the existing route and in fact this is a large part of their justification for the works. HDFC urges TfL and LBH to consider the 'desire lines' of all people and not to forget that disabled people and women with children have 'desire lines' too. In these plans people from Ferry Lane Estate who can manage steps will get there more quickly (when the footbridge is open), but the journey for someone who is disabled by steps will actually be 6 metres longer! As individuals for whom the built environment is currently less accessible than for many others HDFC cannot support a proposal that expects people with mobility issues and young</p>	<p>Noted. This is addressed in paragraph 8.3.16 of the report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>children to continue take the longer, more dangerous route and highlights that the description of the route as the 'retention of a step-free alternative' is disingenuous and in opposition to the plan's 'Operational Principals' (4.2)</p> <p>London Underground 3rd escalator and removal of stairs. A third escalator would not be good news for guide dog owners (who require a static staircase) or people with certain mental health problems who are unable to use escalators. If the stairs are removed without an accessible lift replacing them, then well-maintained help-point intercoms/tickets desks would be essential so that guide dog owners can quickly request the stopping of an escalator. HDFC encourage LBH and TfL to retain a static staircase until a fully accessible lift offers an alternative and to ensure sufficient staff are always present given multiple interchanges at this station.</p> <p>Landscaping and signage. Much of these proposals seem to be part of the Gyrotory Removal project (that we were not consulted on) and so we are unable to comment on specifics (as they are not laid out in this plan) and are not in the scope of this planning application. However, if the bin store on the west frontage of the LU building is to be removed, has a new provision been made for bin storage? Rubbish has to be safely stored somewhere otherwise it becomes a hazard for people with visual impairments. HDFC encourages the removal of unused street furniture, appropriate rubbish storage and collections and a commitment to Legible London. We support the use of accessible</p>	<p>Noted</p>

No.	Stakeholder	Question/Comment	Response
		<p>communication at stations and at bus-stops where possible. We would like to highlight that more than 60% of our membership do not use IT/smart phones so we encourage TfL and LBH not to rely on this type of communication and instead use hearing loops, info boards, large print signage and staffing levels etc. to enable accessible communication with disabled residents.</p> <p>HDFC are unclear about the conclusion that "a new crossing is considered neither desirable or appropriate"; to whom? Whilst we appreciate the need to keep bus-stops etc. clear HDFC would always encourage accessible road crossings as the best and cheapest way to ensure non-discriminatory access around the built environment.</p> <p>Cycling and bike storage. Many of our members use bicycles for reasons of cost and wellbeing. It appears (as with landscaping) that much of the bike storage that you would expect to see in an application of this sort is deferring to the Gyrotory Project currently in motion. HDFC encourages TfL and LBH to ensure that any planning applications are, of themselves, acceptable and compliant with the transport policies of the London Plan (in relation to access, cycle provision, wayfinding etc.) and not 'outsourcing' compliance to other applications or statutory providers (like with the NR lift).</p> <p>Drop-off, pick up and taxis. Many of our members rely on a variety of community transport options. HDFC welcomes the retention of disabled parking bays and the consideration of taxi flow in these plans. We</p>	<p>Noted, conditions requiring further details of waste storage and wayfinding have been attached.</p> <p>The provision of an additional crossing are addressed in paragraphs 8.4.3-5 of the report.</p> <p>Noted, provision of the cycle storage as part of the gyrotory scheme is considered to provide adequate provision for the station.</p>

No.	Stakeholder	Question/Comment	Response
		<p>would encourage the engagement of British Transport Police and parking officers to help with ensuring that ‘minor motoring offences’ don’t impact on access for disabled people.</p> <p>I trust that this provides you with some insight into the views of Haringey’s disabled residents, and why HDFC do not feel able to support this planning application unless further consideration is given to the comments above and the request by a number of stakeholders to make the plans DDA/EA compliant.</p> <p>Our members are parents, teachers, neighbours, campaigners and clinicians, brothers, support workers, refugees, women and older people, people from BME and LGBT communities and of course they are all disabled. We feel that we would be able to support LBH , TfL and its partners to use the lessons of Stratford and other accessible development schemes to make Tottenham Hale and the rest of the Tottenham Plan (AAP) work for everyone in our community; and do so with relatively little expense! We hope that you give further thought to these proposals and engage with stakeholders in a timely fashion in order to reach a solution. There are a lot of changes happening in Tottenham. HDFC, our members and partners welcome them. We hope our practical suggestions about how to engage the community and fund that engagement (using s106) at this exciting time of change will enable all to work together to make Haringey accessible for everyone.</p>	Noted.

No.	Stakeholder	Question/Comment	Response
	Local Businesses and Landowners		
	Lee Valley Estates Newlon Housing Trust Tottenham Hotspur ISIS Waterside Regeneration Unite Group Church of England- Diocese of London The Archdeacon of Hampstead Chair of the Tottenham Landowners and Major Business Group	<ul style="list-style-type: none"> • Supportive of the principle and the significant benefits to the area. • Disappointed by lack of step free access into Hale Village Urge TfL to work with network Rail to provide a lift to provide step free access for users of the new bridge. • Ask Haringey to consider making permission subject to a condition requiring the provision of a lift to achieve step free access. • Accessibility for all to and from the station to the surrounding area is an important aspect of the improvement works • The current proposal provides no guarantee that a lift will be incorporated in the future. • The alternative level access along Ferry Lane and within the station concourse would be convoluted • During the design evolution of Hale Village there was significant engagement with local stakeholders who regularly stressed the importance of providing a pedestrian gateway into Hale Village including a link to Tottenham Hale Station. • In light of this they welcome the principle of a direct pedestrian link between Hale Village and Tottenham Hale Station but are extremely concerns with the lack of commitment to making the link DDA compliant. • The need to make the Hale Village link DDA compliant is exacerbated by the planned closure 	<p>Noted.</p> <p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>As above.</p> <p>As above.</p> <p>As above.</p> <p>Noted</p> <p>Noted</p> <p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p>

No.	Stakeholder	Question/Comment	Response
		<p>of the subway on the south side of Ferry Lane. This bridge will now serve both Hale Village and Ferry Lane residents/workers/visitors.</p> <ul style="list-style-type: none"> • It appears that cost is the sole reason for not delivering a lift at this stage, given the application suggests that the ticket hall is being designed for future residential development above why is the applicant using cost as a justification for not providing a DDA compliant link? • Strongly request that the proposals for the Hale Village link are revised to provide for a DDA compliant link. • Unite currently has 60 rooms available for those in wheelchairs and would be concerns if these students were not able to access their developments over the bridge as every able bodied student • 30 of the Newlon Homes at Hale Village were designed and built for wheelchair users which is an important part of the Council's housing strategy and something Newlon supports. • A lift will also be of benefit for those with children buggies and luggage. • Hope that TfL will engage with local stakeholders at the earliest opportunity on their proposals for future residential and commercial development above the station. • Suggest that the Footbridge to Hale Village remain open at all times. 	<p>Noted</p> <p>Noted</p> <p>Noted above</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>This point is addressed in paragraph 8.3.16 of the report.</p>
	Residents		

No.	Stakeholder	Question/Comment	Response
	Development Management Forums. Held on 22 nd January and 11 th February at The Engine Room Hale Village	See Appendix 2	
	Objection		
	Councillor Lorna Reith	I wish to object to the application in its current form. I support the redevelopment and upgrading of the station, which I use myself frequently and also lies within the ward I represent. I am concerned at the loss of the subway which is heavily used by Ferry Lane estate residents. I object in particular to the failure to ensure that the bridge link to Hale Village is DDA compliant. Tottenham Hale station is extremely busy and passengers numbers are set to increase substantially. A high proportion of passengers are in transit and it appears to me that the design has favoured their needs over those of local residents. Had there been an early recognition of the importance of the subway to local people then the design could have taken this into account. Similarly, had DDA compliance been factored in at the beginning it would not be seen as an expensive after-thought. Hale Village has many families with small children who use baby buggies, at least 30 homes specially designed for wheelchair users, a new renal unit being run by the Royal Free hospital (opening soon) many of whose patients will have mobility impairments or be unable to walk long distances, over a thousand students who arrive with a year's worth of luggage and a major employer (Newlon) who will have disabled staff.	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>The loss of the Ferry Lane Subway is addressed in paragraphs 8.4.3-5 of the report.</p> <p>Noted. Information about the history of the area could be incorporated in the wayfinding strategy for the area.</p>

No.	Stakeholder	Question/Comment	Response
		<p>There is also a temporary community centre - to be followed by a permanent one – which provides activities for residents beyond Hale Village itself. For all of these people an accessible bridge is vital - the alternative route is narrow and alongside a very busy road. Surely local residents should gain something from the new station - not just a closed subway and never-ending building works and disruption. Unless the bridge link is DDA compliant at this stage there is no guarantee it ever will be. This would be a dreadful missed opportunity. I support the objections made by the Church of England, Tottenham Hotspur, Newlon, Lee Valley Estates, Canals and River Trust and Isis. I would also like to see a condition that required the developers to include display panels that showcased the history of the station and local area.</p>	
	<p>Ferry Lane Action Group</p>	<p>We object to the proposed development on two grounds.</p> <p>1. It will mean the loss of the subway under Ferry Lane which currently provides the main means of access for many of the 3,000 residents of this estate to the station. This will mean increased hazard for hundreds of people every day in crossing a very busy road as well as a longer route on foot and loss of convenience. We understand that the current entry to the subway would fall within the concourse of the new station. But this should not be an obstacle to retaining the subway. Many stations and other public places have subways emerging in the middle of pedestrian concourses. Had the station re-design been undertaken to benefit local residents, and not just a projected increase in</p>	<p>Noted. The loss of the Ferry Lane Subway is addressed in paragraphs 8.4.3-5 of the report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>commuters and airline passengers, then we believe a way could have been found to retain the subway. We call on the council to reject this application on these grounds and ask the developers to come back with a re-design that retains the subway.</p> <p>2. The failure to provide step-free access via the new footbridge from Hale Village. The new bridge is an opportunity to create step-free access from the main road and hence serving the residents of Hale Village, future residents of Hale Wharf, people using services on Hale Village (including the new kidney dialysis unit) and if the subway is lost residents of Ferry Lane Estate.</p> <p>3. The new station will have a large flat roof. Given that the proposed four-tracking works will have a major negative impact on the green corridor between the existing tracks and the Hale Village buildings, it would be appropriate to mitigate that at every opportunity including by provision for a green roof (or at the very least a brown roof) on the new station. If further work takes place above the station, the green- or brown-roof structures and soil eg could easily be removed to allow further building.</p> <p>4. It would be very useful to have an ATM in the station, under cover and secure.</p>	<p>Noted. The lack of a DDA compliant lift is addressed in paragraphs 8.3.13-15 above and a condition has been attached requiring its provision in due course.</p> <p>TfL have set out in their Sustainable Design and Construction Statement the constraints which mean a green roof cannot be provided as part of this proposal. This is considered in paragraph 8.9.3 of the report.</p> <p>TfL have agreed to consider the provision of ATM at the station.</p>
	Tottenham & Wood Green Friends of the Earth	<ul style="list-style-type: none"> • It is not clear how the application meets the council's planning policy requirements for renewable energy. • There will be significant electricity consumption in the station throughout the day, although it is to be hoped that all such lighting and other equipment will be of the most energy efficient 	<p>The proposal will include an air source heat pump. TfL have set out in their Carbon Energy Efficiency Plan that it is not feasible to incorporate other renewable energy technologies. This is considered in paragraphs 8.9.2-4 of the report. Energy efficiency measures have been included</p>

No.	Stakeholder	Question/Comment	Response
		<p>possible, there will be significant electricity usage.</p> <ul style="list-style-type: none"> • The development has a mainly flat roof. It is not overshadowed. It would therefore be suitable for a significant photovoltaic installation. • The new Blackfriars station incorporates a massive PV array in its roof design. • There are proposals to install PV in some London Overground stations. It is therefore clearly feasible to incorporate PV into station structures. • The developers should be required to come up with a scheme to include a significant PV array. 	<p>and are also addressed in paragraphs 8.9.2-4 of the report.</p>
	<p>45 Yarmouth Crescent, 32 Armadale Close, 18 Woodbury Rd Walthamstow 14 Napier Road 51 The Hale 80 Armadale Close</p>	<ul style="list-style-type: none"> • Although the subway is unpleasant and dimly lit, it is the only way to and from the station without diverting and taking extra time to walk to a crossing. • Suggest the removal of street furniture along Ferry Lane • Removing street furniture does not impact on accident rates and improves the look and feel of an area. • Concern that the route Taxis use will increase the cost of fares • The provision of separate, mutually-facing ticket-barrier "Lines" with circulation space between them is a recipe for confusion, congestion & hazard. • The arrangement should be for all rail platforms to be inside a single barriered area. 	<p>Noted.</p> <p>This is not part of the current proposal</p> <p>Noted.</p> <p>Noted, the taxi drop off point will not be altered by the proposal.</p> <p>Noted, the circulation space is considered to be a significant improvement of the ticket hall area</p> <p>This is part of the current proposal</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • Hope that the tall illuminated box design turns out as per the computer generated images • Hope that the existing elevations of the station retained, are also refurbished to give the scheme unity. • Hope that the formation of retail and a square to the front of the station is well detailed with seating, planting and secure. • The bridge connecting Hale Village should be fully enclosed and a little more ambitious in design. • Hope the proposal is built as soon as possible and to a high quality so it becomes a local icon/landmark to Tottenham Hale. • The proposal will probably bring more people to our area and it's going to make it even more difficult to find an empty parking spot around our area due to amount of contractors working. • The elimination of the access tunnel under Ferry Lane will need further thought. Either the service tunnel road under Ferry Lane and into Hale Village should be improved to allow access to (new build) stairs on the Hale Village side or a new level crossing should be developed. • An upgraded, well lit use of the existing access tunnel would provide a reasonable substitute for the lost tunnel alternative • Many of the people living on this estate could work non-traditional times and therefore the use of the subway is actually higher than presumed. • Many people currently take their lives into their own hands running across the road people do not 	<p>Noted.</p> <p>The proposal will refurbish part of the existing facade but not all of the existing station.</p> <p>Noted.</p> <p>The bridge will be fully enclosed.</p> <p>Noted</p> <p>Note. A condition has been attached requiring details of construction management plans.</p> <p>Noted. The alternative crossing points along ferry lane are on balance considered to be acceptable as set out in paragraphs 8.4.3-5 of the report.</p> <p>Noted, retaining the subway is not feasible as set out in paragraphs 8.4.3-5 of the report</p> <p>Noted.</p> <p>Noted. Alternative crossing points are</p>

No.	Stakeholder	Question/Comment	Response
		<p>want to walk all the way down over the tracks in order to cross the road, particularly when there will be a closer link from Hale Village. Similarly the crossing at Millmead/Jarrow Road seems too far in the opposite direction.</p> <ul style="list-style-type: none"> • A crossing where the bus stop is a natural convergence point for people to cross from the entire Ferry Lane estate. Moving the bus stop further down would be a minor inconvenience • The Ferry Lane Estate is becoming increasingly isolated from Hale Village and the station. • The current traffic lights at the junction with Jarrow Road are inadequate for the bulk of residents who do not live on that side of the estate (the Reedham Close end). 	<p>considered in paragraphs 8.4.3-5 of the report.</p> <p>TfL's feasibility studies found that the bus stop cannot be move it would have be removed.</p> <p>Noted.</p> <p>Noted, the alternative crossing points are considered in paragraphs 8.4.3-5 of the report</p>
	Support		
	18 Coppermill Heights	<ul style="list-style-type: none"> • The expansion of the station will greatly improve both the commuting experience and the general feeling of Tottenham Hale • The link from the Hale Village develop will greatly improve getting into the station as the Ferry Lane Bridge walkways are too narrow for the volume of foot traffic. 	<p>Noted</p> <p>Noted</p>

**PLANNING SERVICE
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum - HGY/2013/1748

Date : 22nd January and 11th February

Place : The Engine Room Hale Village

Present : Emma Williamson(Chair) Robbie McNaugher, approx attendees
16

Minutes by : Robbie McNaugher

1.	Emma Williamson welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. She explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, she explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.	Action
2.	Presentation by Michael Parrs (22 nd January) and Adam Brown (11 th February) representing Landolt Brown Architects.	
	22 nd January	
3.	<p>Q1. Does the proposal incorporate renewable energy technology?</p> <p>A: The proposal includes low energy lighting and natural ventilation. There are currently no proposals for photovoltaic and green or brown roofs cannot be included due to maintenance issues. The passive air vent will need to be moved</p> <p>Q2. When will the works take place?</p> <p>A: Work will begin in 2015</p>	
4.	<p>Comments</p> <p>No criticism of the proposal it will be an enhancement of the interchange. Some demolition will be required but this is required for the enhancement. It will have an effect on the whole Lea Valley. Would like to see the development as soon as possible. The glass facade will allow the station to be seen from all around the</p>	

area.

The station is not cramped, looks good, and I believe people around will be pleased.

5. End of meeting

6. 11th February

7. Q1. Will the new station be manned?

A: Yes it serves London Underground and Greater Anglia who will retain a ticket office. The Gate line will be manned throughout the opening hours.

Q2. When will the bus station be complete?

A: Autumn 2014

Q3. (Cllr Reith on behalf of local residents) Will there be an ATM?

Q4. What will the retail units be?

Q5. If the subway goes will the street furniture be retained? ... There is concern of the heritage going, other old street furniture from trolley buses has been retained on Ferry Lane.

A: Yes there will be an ATM, the occupiers are not confirmed but likely to be a news agent and coffee bar. The canopy will stay and the tunnel will be used for emergency escape.

Q6. (Cllr Reith) Can the subway be removed as late as possible?

A: The sequencing is not finalised due to the need to take into account the railway constraints. TfL will take this back as something to try to incorporate

Q7. (Cllr Reith) Can you provide a wheelchair accessible walk through of the station? There is concern that these vulnerable groups are disadvantaged. The Station has been designed for non-Haringey residents, those going through the station not residents. There will be a new renal unit nearby so there will be more disabled passengers travelling from Hale Village. There needs to be a balance between local and wider needs.

A: The architect explained the accessibility arrangements throughout the station. He confirmed that there is one place a lift for the Hale Village access could go but this is constrained by the steelwork for the high power cables for trains. The proposal would not prejudice the future provision and Network Rail are looking at additional platforms for 3 and 4 tracking, the position would be clearer in the Autumn.

Q8. Could a condition be attached to ensure that the lift is provided?

A. EW The Council are looking at a mechanism, potentially through a condition but if this is not possible they would like Network Rail to commit to the provision as part of 3 and 4 tracking.

(Cllr Rice) Q9 Can TfL provide assurance that there will be no tower block above the station?

Q10 Will TfL purchase the land from Haringey to prevent areas not being maintained?

Q11. Can the mini-cab office be retained?

A: TfL own all of the land except a small part which belongs to Network

Rail. There will be no issues as the future arrangement will be similar to those at present.

The proposal is designed to accommodate over station development in the future. The intension is for this to be up to 9 storeys but not 20 or 30.

TfL will take back the suggestion of retaining the mini-cab office which is a tenant of their's at present. There will be a taxi loop to the north of the station.

(Chris Shellard Lee Valley Estates- Hale Village)

600 children who will use the Royal Free Hospital, and local businesses who have already written objections want the footbridge to be DDA compliant. TfL didn't consider the bridge link and how to make it work. Suggested a condition that the bridge be made DDA compliant when the commercial development is built in the future. There is no cycle or pedestrian provision. They are proposing a crossing which takes out 2 bus stops. Some of the Lee Valley estate's land is part of the proposal. More thought needed on access and long term provision for local access. No crossing on Ferry Lane is a disadvantage, it will be difficult to provide a foot bridge.

Cllr Reith- Local people support the TfL through fares but there is not enough in the development for local people other than an improved internal appearance. Raised concerns that people will try and cross where they did before. People do this already and it is extremely dangerous.

Adam Brown (architect) – Potential crossings are limited by the existing high kerbs along the railway bridge, then the existing bus stops and to the east there is another crossing at the junction. The bus stops are considered more valuable than the subway with 2,000 people using the

bus stops and 170 using the subway. For some there will be a shorted route through Hale Village and the footbridge.

Q12. Will the subway be removed?

Q.13 Is there cycle parking provided?

A:Yes it will. There will be cycle parking to the north for approximately 220 cycles in a highly visible area as part of the gyratory works.

Q 12. Will there be options for paying to lock cycles in secure lockers?

A: Greater Anglia will manage the cycling areas. It has been found at Finsbury Park and London Bridge that lockable cycles are underused and need to be staffed. Greater Anglia are looking at folding cycle storage which is already in place at Ealing Broadway.

Q13. Is there level access from the footbridge to Hale Village?

A: Yes they are at the same level with a slight gradient.

Q14. With the 3 and 4 tracking what will be lost?

Q15. Concerned about light pollution from the station?

A: All the land for 3 and 4 tracking is owned by Network Rail with a small exception. Historically there were 2 more tracks.

A: This area of Tottenham is already very lit with busy roads, and the bus station, wayfinding to the station is important so the station has been designed accordingly.

Q16. Will there be provision for 'Boris Bikes'?

A: Note sure at this time but TfL will take this away.

Q17. What is the throughput capacity of the station?

A: 6 to 7,000 in the peak from rail to underground. Designed to accommodate the growth anticipated by 2031. Can accommodate the Spurs matchday crowd and commuters.

Q18. Will Tottenham Hotspur FC make a contribution eg. Another escalator?

A: No, it is actually dangerous to have people waiting in the tunnel it is better to hold people in the ticket hall.

Q19. When the Tube moves to opening 24 hours a day will the footbridge also be open?

A; Yes the link will be open when the station is open but closed when the station is closed. The footbridge links with the ticket hall which is a managed environment.

Q.20. Will the buses need to change their routes?

No changes to routes they will go onto the bus station and straight onto Ferry Lane

End of meeting



Haringey Design Panel no. 46
Thursday 28th November 2013

**ATTENDANCE
Panel**

Deborah Denner
Claudio Novello
Phyllida Mills
Peter Sanders

Observers (all Haringey Council unless otherwise stated)

Emma Williamson (acting Chair) Head of Development Management
Richard Truscott (Facilitator) Design Officer
Robbie McNaugher Planning Officer - Development Management
Denny Adam Tottenham Hale Area Regeneration Manager

New entrance to Tottenham Hale Station, Tottenham N17

Adam Brown Landolt and Brown Architects
Wendy McCarthy Landolt and Brown
Chris Lubbock Transport for London

New entrance to Tottenham Hale Station, Tottenham N17

Project Description

This recent pre-application enquiry has a more accelerated timetable but is a significant proposal to an important public facility; it clearly compliments the hotel proposal, as well as being part of the ongoing transport improvements, following on from the gyratory removal (almost complete) and proposed bus station / station square (HDP28, 13/06/11). It will improve access to the station and its architectural presence from the square and bus station, as well as making interchange easier, opening an access to the east and allowing for the planned 4 tracking of the surface railway. It will also permit a future over-station development which the council hope to hear about soon.

Tottenham Hale is seen by both the council, and the Greater London Authority and Mayor as a crucial “knuckle” in the improvement of the Lee Valley as a whole, and improving accessibility, attractiveness and activity of the transport interchange is a central part of this. The station currently comprises the 1960s tube entrance, 1990 Alsop & Lyall station for the West Anglia rail service and the

bus station currently in the process of being rebuilt, as part of the gyratory removal project, to designs also by Landolt & Brown, architects of this scheme; they are therefore designing this project with the context of earlier station buildings, the new bus station; an enlarged and better quality station square, four tracking; a new platform access bridge and future over station development.

Panel Questions

How much daylight would there be in the station concourse; what do the Linit glass plank walls provide in terms of transparency? Also, is it proposed to artificially light the Linit wall?

The architects describe their design intent as to see the Linit glass plank box a pristine object floating over the inevitably busy and somewhat chaotic functional station needs such as ticket offices, control rooms, barriers, passageways, stairs and escalators to the various platforms. They cited precedents in the Charles Holden designed series of 1930s underground stations such as Acton Town. The planks can be positioned to achieve different levels of transparency, which they will use to mark where entrances are. Artificial lighting will be integrated into the gap between the planks as subtle, even up and downlighters.

The applicants were asked to explain the make-up of the proposed ceilings, including the indicated fluorescent strip lights?

They propose a baffle system of tubes, within which the fluorescent lighting will be integrated; it allows sufficient space between to accommodate pipes, cables, sprinklers, smoke detectors etc behind the baffle tubes. Lighting needs to meet strict minimum lux levels but these with the subtle uplighting in the Linit walls will provide interesting and varied light levels.

Also they were asked for details of the materials and colours of the pavement, floor and low wall elements (below the Linit box)?

A&B are responsible for the bus station and station square designs, including the external paving up to the edge of this building. Good quality blue limestone paving (like outside City Hall) is combined with expanses of tarmac in a deliberate pattern. It will not appear white. The applicants design intent is that the main image of the building should be of an immaculate box floating over dark, “chewy” base. To this end dark internal paving materials were being investigated, and the panelling to the ground level walls, which will be in a glass panel system that integrates signage, security, windows and doors for service and operational access, will be obscured where required; they are looking at a copper weave that references Holden.

Can the applicants say any more about their intentions / preferences for the over site development, and what the roof of this will look like?

The architects hope they will be appointed to design the over site development but TfL’s property development arm will need to decide this. L&B would envisage taking the translucent effects from the station into the over site development.

They have carefully designed the interface between the station “box” and the envisaged over site to be robust and flexible, with a margin to act as an overscaled shadow gap.

Where the roof will not have over site development, it will be a standard flat roof; TfL will not permit an amenity or green roof as they would not be prepared to allow unauthorised access to it. However the high parapets designed into the proposal (mostly hidden behind Linit planks) mean safety railings are not needed.

Observations

1. The Panel were very impressed by the proposals. In particular they praised the design's simplicity, elegance, integration of artificial lighting and smoke control.
2. The panel recognised the materials for the base and floors were not yet resolved but approved of the thinking and potential proposals, particularly for the tinting methods for the glass cladding to walls and plans for dark coloured flooring.
3. Panel members speculated whether the cladding could be continued around to encase the existing tube station buildings; this would be encouraged, but it was recognised this could be difficult.
4. It was also stressed that the proposed materials be fixed at the planning application, to protect against value engineering if let as a design and build contract.
5. The panel commended the tentative proposals for over station development, and its integration with these proposals for the station itself. However they recommended that it would be preferable for the current architects, Landolt & Brown, to be retained for this development. If that cannot be done, they suggested the next best solution would be for L&B to prepare a Design Code for the over site development.
6. The Panel concluded by saying these proposals were strongly welcomed and commended.

The advice given by the Design Panel does not constitute a formal response or decision by the Council with regard to future planning applications. Any views or opinions expressed are without prejudice to the Council's formal consideration of the application. Please note that the quality of the advice received will be dependent on the documentation presented to and in advance of the meeting.