

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2014/0498	Ward: Tottenham Hale
Address: Image House, Station Road N17 9LR	
Proposal: A 96 bed hotel (Class C1) including a 146 sq.m. restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle spaces	
Existing Use: B1a (Office)	Proposed Use: C1 (Hotel)
Applicant: Property Stack Ltd	
Ownership: Private	

DOCUMENTS**Title**

Design & Access Statement (incorporating Crime Prevention Statement) 20th January 2014
Transport Statement January 2014
Energy Statement 31 January 2014
Sustainability Statement 31 January 2014
Flood Risk Assessment January Y 2014
Acoustic Report 1469/EAR/R1-A 31st January 2014
Statement of Community Involvement February 2013
Planning and Regeneration Statement 31st January 2014
Daylight and Sunlight Study 31 January 2014
Archaeological Desk-Based Assessment January 2014

PLANS

Plan Number	Rev.	Plan Title
L01	A	Site Location Plan
L02	A	Existing Site Plan
A01	A	Existing / Demolition Plan
A02	A	Existing Elevations
A03	A	Existing Elevations
A04	A	Existing Elevations
SK100	A	Proposed Site Plan
SK101	B	Proposed Ground Floor Plan
SK102	A	Proposed Typical Upper floor plan
SK103	A	Proposed Roof / Plant Level Plan
SK104	A	Proposed Section A - A / B - B
SK105	A	South Elevation
SK106	A	North Elevation
SK107	A	Gable Elevations

Case Officer Contact: Robbie McNaugher
PLANNING DESIGNATIONS: Tube Lines Flood Risk Zone 2 Area of Archaeological Importance Tottenham Hale Local Employment Area Designated within the Tottenham International Area 2006 Tottenham Hale SPD ‘Transforming Tottenham Urban Centre Masterplan’
RECOMMENDATION GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

SUMMARY OF REPORT:

The principle of a Hotel on this site is strongly supported by Development Plan Policies and the potential regeneration benefits are considered to be significant. The proposal would provide up to 35 job opportunities and will redevelop and regenerate a vacant office building bringing a gainful use to the site as well as creating employment opportunities and supporting the wider regeneration objectives for the Tottenham area generally. Local employment during construction and the operation of the hotel will be secured through a section 106 agreement.

The proposal will be the first major strategic development in the Tottenham Hale Masterplan area since the Hale Village scheme and so is likely to be a significant catalyst for the regeneration and future of development of the Masterplan area. It is likely to encourage further development to come forward on the adjoining sites and could ‘kick start’ the implementation of the remaining elements of the Masterplan.

The design of the proposed hotel development is considered to be high quality and has incorporated the comments of numerous negotiation sessions with officers and the comments of the design panel. The design of the proposed building would comply with the design principles of the Tottenham Hale Masterplan by providing a 9 storey landmark building in close proximity to the Tottenham Hale Station which will contribute to a high quality public realm. The ground floor design and use of the proposal would introduce an active frontage and animate Station Road. The external elevation would integrate the international branding of Premier Inn with vernacular materials including London Stock Brick which will link the modern buildings on Hale Village with the more traditional buildings to the west of the site. This would enhance a ‘sense of place’ within the Tottenham Hale Masterplan area. The design would also promote and safeguard other high quality developments on the surrounding sites, by enabling the comprehensive redevelopment of the entire block.

There will be 8 wheelchair accessible bedrooms which would be marginally short of the 10% requirement set out in Policy 4.5 of the London Plan. Although the proposal would therefore not comply with London Plan Policy, it is considered that on balance a reason for refusal could not be formed in this respect. The layout of the hotel is severely constrained by the need to follow the Masterplan for the area and the low budget nature of the hotel which requires a repeating floor plan to make development viable. This means that there is little

potential to accommodate further wheelchair accessible rooms within the proposal and the shortfall is considered acceptable when weighed against the other merits of the proposal as set out above.

The site is located in a Flood Zone 2 Area as designated by the Environment Agency. The proposal is considered acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant including by emergency planning. The proposal would not have an impact on the surrounding highways network and would promote the use of sustainable methods of transport including cycling and walking.

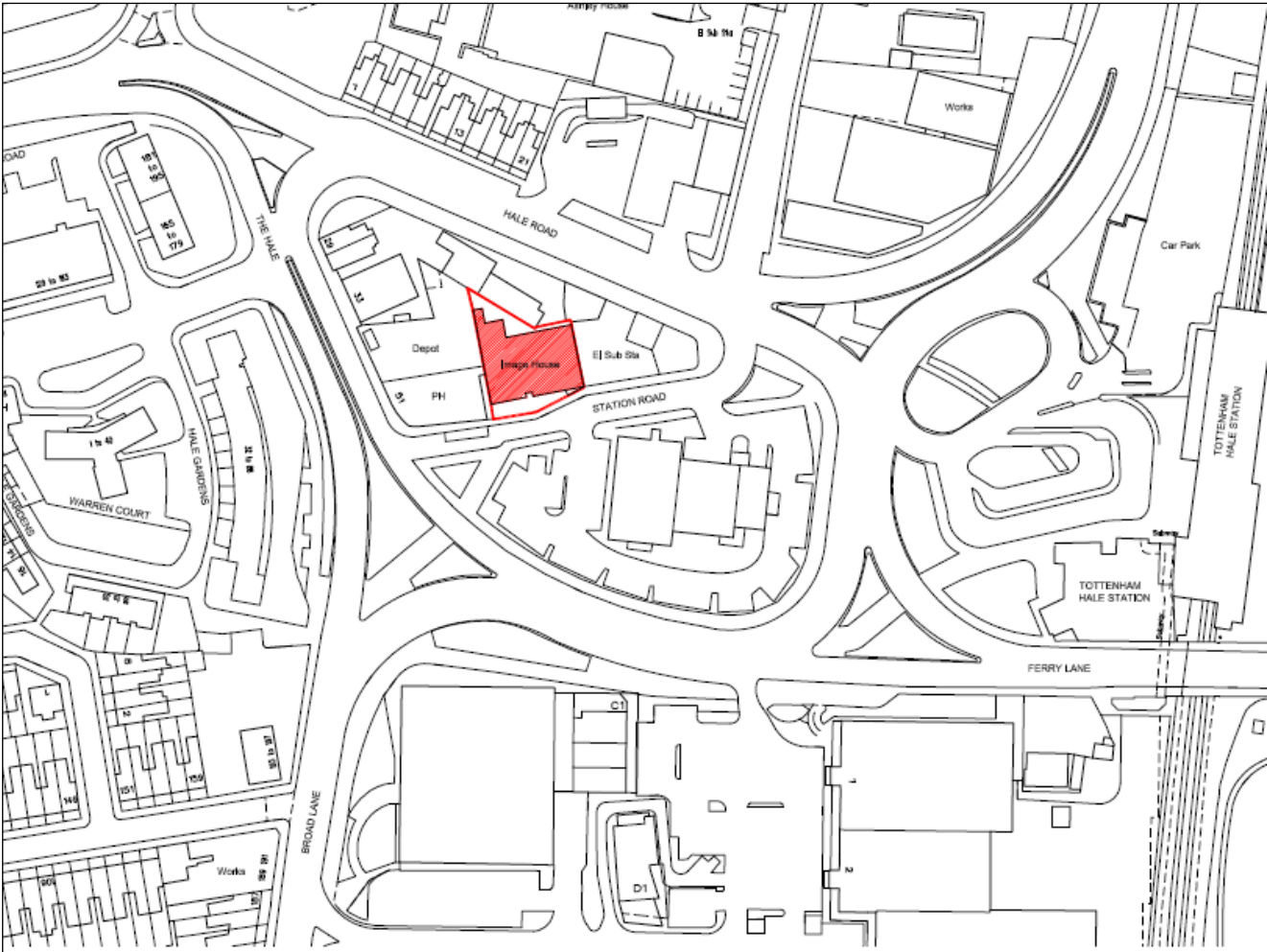
The proposal is considered to be a sustainable design which will achieve BREAM 'very good' and provide a significant reduction in potential carbon emissions. It would not have an adverse impact on neighbouring properties, archaeology and contaminated land. Suitable waste facilities have been provided.

Contributions toward employment and training, public realm improvements including the 'Green Link' and Down Lane Park, a controlled parking zone and necessary highway works will be secured by a s106 agreement. The development will be liable for the Mayoral Community Infrastructure Levy.

The detailed assessments outlined in this report demonstrate that there is strong planning policy support for the proposals embodied in the Local Development Plan and backed by London Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

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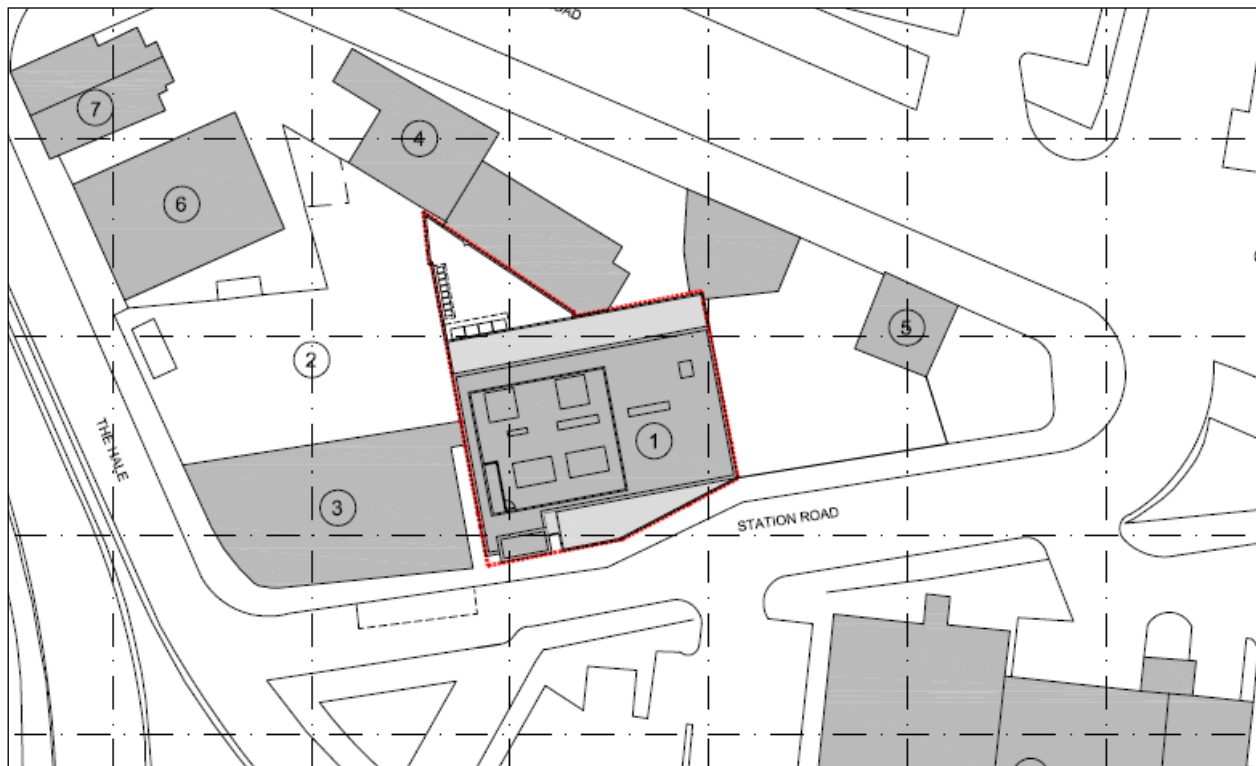
1.0 PROPOSED SITE PLAN



2.0 IMAGES AND PLANS



Proposed site layout



Ground floor layout



Upper floor layout





3.0 SITE AND SURROUNDINGS

- 3.1 The application site is currently occupied by a 4 storey purpose-built office building with a self-contained car park known as of Image House. The site is located on Station Road in Tottenham Hale and measures 0.06 hectares in area. The site sits within the Tottenham Hale gyratory system and as such is encircled by road, pedestrian walkways and access points.
- 3.2 To the east of the site is a small car park with further car parking and a former pub, (now residential/commercial) to the west. Directly to the north is an enclosed compound with workshop whilst to the south sits a KFC 'drive-thru', Pizza Hut and a Maplin electronics shop. Further south is the Hale Retail Park whilst further north is a largely industrial area. Tottenham Hale tube, train and bus stations sit 300 metres to the east with the Lee Valley Regional Park beyond.

- 3.3 Tottenham Hale 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.
- 3.4 The application site is within a designated opportunity area in the London Plan and forms part of the Council's 'The Tottenham Hale Urban Centre Master Plan' area which aims to create a thriving, sustainable urban centre with new homes and jobs, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport. As part of the Strategic Regeneration Framework for the wider Tottenham regeneration area the Council has recently ratified a refresh of the Masterplan. Of the 2006 Masterplan for Tottenham Hale only the Hale Village development has begun. When complete this will comprise a mix of uses including residential, commercial/retail, student accommodation, hotel, school and other leisure/community uses. The site also forms part of the TH3 'Station Square West Site' within the Council's Draft Site Allocations - Development Plan Document (DPD) and falls with the Tottenham Area Action Plans which were recently published for consultation.

4.0 PROPOSAL DESCRIPTION

- 4.1 This planning application proposes to demolish the current office building on the site and replace it with a 9 storey building (with covered roof plant above) comprising 96 rooms to be occupied by Premier Inn hotel chain. The proposed building would be approximately 29 metres in height. At ground floor level there would be the 'front of house' hotel operations area consisting of reception, 67 cover bar and restaurant whilst to the rear lies 'back of house' operations consisting of kitchen, staff facilities and administration facilities.
- 4.2 No car parking is provided for guests or staff however 3 disabled spaces are provided on Station Road. There would also be 6 dedicated cycle spaces provided, 2 internal and 4 external which would be close to the main entrance of the proposed development. Service deliveries will be made through 2 dedicated entrances on Station Road with a lay-by provided for delivery vehicles on Station Road. Refuse facilities would be located to the rear of the proposed building with the stairs and lift core to the front on Station Road.
- 4.3 The upper floors would be a repeating layout with 12 rooms per floor with 1 accessible room per floor. The hotel would employ up to 35 people.

5.0 PLANNING HISTORY

5.1 Planning Application History

OLD/1989/1851 GTD 23-05-89 Townsend Works Station Road 20/12/88
Erection of 4 storey building for B1 use incorporating 15 car spaces and
include servicing at ground floor level.

5.2 Enforcement History

A search revealed there is no known enforcement history on the application
site.

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 chapters relevant in
considering this proposed development are as follows:

- 1 Building a Strong, Competitive Economy ;
- 4 Promoting Sustainable Transport;
- 7 Requiring Good Design;
- 8 Promoting Healthy Communities; and
- 10 Meeting the Challenge of Climate Change, Flooding and Coastal
Change; and
- 11 Conserving and Enhancing the Natural Environment

Technical Guidance to The NPPF

6.2 The London Plan (Adopted July 2011)

- 2.7 Outer London: Economy
- 2.8 Outer London: Transport
- 2.13 Opportunity Areas and Intensification Areas
- 2.14 Areas for regeneration
- 2.16 Strategic outer London development centres
- 4.1 Developing London's economy
- 4.5 London's Visitor Infrastructure;
- 4.12 Improving Opportunities to All
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and Cooling
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water Quality and Wastewater Infrastructure;

5.15 Water Use and Supplies;
5.17 Waste Capacity;
5.21 Contaminated land
6.1 Strategic approach
6.3 Assessing effects of development on transport capacity
6.7 Better streets and surface transport
6.9 Cycling
6.10 Walking
6.13 Parking
7.2 An inclusive environment
7.3 Designing out crime
7.4 Local character
7.5 Public realm
7.6 Architecture
7.13 Safety, security and resilience to emergency
7.14 Improving air quality
8.3 Community Infrastructure Levy

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
SP8 Employment
SP9 Improving skills and training to support access to jobs and community cohesion and inclusion
SP10 Town Centres
SP11 Design
SP14 Health and Wellbeing
SP 15 Culture and Leisure
SP 16 Community Facilities
SP17 Delivering and Monitoring

6.4 Haringey Unitary Development Plan, 2006

UD3: General principles
ENV6: Noise pollution
ENV7: Air, water and light pollution
ENV11: Contaminated land
EMP4: Non employment generation uses
TCR5: A3 Restaurants and Cafes
M10: Parking for development
OS17: Tree protection, tree masses and spines
CLT4: Hotels, Boarding Houses and Guest Houses
CSV8: Archaeology

6.5 Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG4 Access for All – Mobility Standards
Tottenham Hale Urban Centre Master Plan 2006

7.0 CONSULTATION

- 7.1 The applicant has provided a Statement of Community Involvement (SOCl) which details the consultation with stakeholders prior to the submission of the application which included a public exhibition at Image House on December 18th 2013. Invitations were distributed to:
- Local businesses
 - Local residents
 - Resident associations and community groups
 - Ward Councillors and Cabinet Members
- 7.2 Over the course of the five hours 13 people attended. The main questions raised verbally and using comment forms and the responses given are set out in the SOCl. The response was largely positive and there were no significant criticisms for the applicant to address.
- 7.3 Formal planning pre-application meetings were held with Council Officers on 24th October 19th November, 19th and 28th December 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 a Development Management Forum was held on 11th March and was attended by fourteen (14) people. The minutes are attached as Appendix two (2) of this report. Site notices were displayed outside the site to publicise that a planning application has been submitted for consideration. 787 local properties were consulted by individual letter and no responses have been received in objection or 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 decision of the Planning Sub-Committee meeting. Any additional comments will be reported verbally to the planning sub-committee.

7.7 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• Tottenham Team• Food & Hygiene• Economic Regeneration	<ul style="list-style-type: none">• Thames Water• Metropolitan Police Designing Out Crime Officer• Environment Agency• London Fire Brigade• London Underground• Greater London Archaeology Advisory Service English Heritage• Dowsett Estate Residents Association• Friends Of Down Lane Park <p>787 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
- Employment and Regeneration
- Design
- Accessibility
- Transport
- Flood Risk
- Sustainability
- Impact on neighbouring properties

8.2 Principle of proposal

8.2.1 The proposal seeks planning permission to demolish the existing 4 storey office building and introduce a new 9 storey building to facilitate a 96 bedroom hotel and ancillary restaurant on the site. In Considering the principle of a hotel on this site, the London Plan Policy 4.5 states that boroughs should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seek to improve the range and quality of provision especially in outer London in order to achieve 40,000 net additional hotel bedrooms by 2031. To ensure that new visitor accommodation is in appropriate locations it should be focused in town centres and Opportunity and Intensification Areas where there is good public transport access to central London and international and national transport termini.

- 8.2.2 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. It has good transport links to central London with Tottenham Hale Station providing access to the London Underground Victoria Line and the Great Anglia Mainline which provide connections to several rail termini including King Cross St Pancras, Euston and Victoria, London Stansted International Airport, Cambridge, Statford, Liverpool Street and several popular leisure and business locations in the West End with good connections to other underground and transport links. Therefore the principle of a hotel on this site is strongly supported by London Plan Policy 4.5.
- 8.2.3 The Tottenham Hale Urban Centre Master Plan 2006 Supplementary Planning Document (SPD) sets out the Council's vision for the Tottenham Hale area and aims to create a thriving, sustainable urban centre with new homes and jobs, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport. The Council has recently ratified a 'refresh' of the Masterplan as part of the Strategic Regeneration Framework which provides more specific guidance for the site and promotes a mix of town centre uses including C1 Hotels and A3 restaurants.
- 8.2.4 The proposal is also considered to comply with Saved UDP Policies CLT4 and EMP4 which support hotels in locations well served by public transport and allow the redevelopment of existing employment sites provided the redevelopment would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 8.2.5 Therefore the principle of a hotel development on this site is strongly supported by Development Plan Policies and would promote the regeneration aims for this area and is therefore considered acceptable subject to detailed considerations.

8.3 Employment and Regeneration

- 8.3.1 London Plan Policy 4.12 states that new major developments shall promote local employment, skills development and training opportunities. Furthermore Local Plan Policies SP8 and SP9 seek to support local employment and regeneration aspirations and address local unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes. The proposal would provide 35 jobs and will redevelop and regenerate a vacant office building bringing a gainful use to the site as well as creating employment opportunities and supporting the wider objectives for the area. The applicant has agreed to the principle of ensuring jobs for local people in both the construction of the hotel and during its operation by working with the Haringey Employment Delivery Partnership. A financial contribution has been agreed to provide a workplace co-ordinate in accordance with the Council's Planning

Obligation Code of Practise. These commitments have been captured by a Section 106 legal agreement.

- 8.3.2 The proposal is supported by the Council's Regeneration Team, in terms of regeneration, the potential regeneration benefits are considered to be significant, the scheme is welcomed firstly because of the jobs it will bring and secondly for tourism. Key to making The Hale more than just an interchange, is the development of a range of place assets which exploit the Hale's local attributes, most notably its proximity to the Lee Valley Regional Park and its high levels of connectivity. The proposed inclusion of food and beverage use on the ground floor is also welcomed. A key objective of the Tottenham programme as set out in the 2006 SPD and the 2014 Physical Development Framework is to secure the comprehensive redevelopment of the entire block of which this proposal forms part and it is noted that the application includes a proposal for how this block can come forward with this element as a first phase. The use of the highest quality design and choice of materials is encouraged consistent with the Council's aspirations for this key growth area.
- 8.3.3 The proposal would be the first major development in the Tottenham Hale Masterplan area since the Hale Village scheme and so is likely to be a significant catalyst for the regeneration and future of development of the Masterplan area. The hotel development, should planning permission be granted, would be the first development on this site which is identified as a key regeneration site (6 sites are identified for redevelopment) as specified in the Masterplan. As such, it is likely to encourage further development to come forward on the adjoining sites and could 'kickstart' the implementation of the remaining parts of the sites as identified in the Masterplan.
- 8.3.4 Overall, the proposed hotel development would create additional employment opportunities to the benefit of the local community and aid in the regeneration of the Tottenham Hale Masterplan area generally, which is in accordance with London Plan Policies 2.7, 2.13, 2.14, 2.16 and 4.12 and Local Plan Policies SP,1 SP8 and SP9.

8.4 Design

- 8.4.1 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.
- 8.4.2 The Tottenham Hale Masterplan advises that development proposals for the area's six key sites should, focus on the importance of a high quality public realm, strong architectural treatment and urban design principles that will help create a positive visual identity for the area. It notes that as the existing network of streets and buildings is disjointed and severed from the

surrounding area, one of the key priorities is to 'repair' the urban fabric in the Tottenham Hale area, reintroducing and knitting together the new urban centre with the surrounding area through the layout of a fine grain, human scale, network of streets and public spaces.

- 8.4.3 The Masterplan refresh gives further guidance on design and states that building height should range between 6 and 10 storeys and taller buildings should be located on key vista lines from Monument Way and the Station. The proposed Hotel would be 9 storeys in height and has been carefully designed to closely follow the 'city block' vision for this site in order to avoid prejudicing development on the adjacent and surrounding sites. The footprint of the building has been designed to bring the development forward to address Station Road and is angled to allow a new alignment of Station Road. The entranceway and canopy have been designed to improve the public realm in this area and provide an active frontage. The lift and stair core to the front of the building have been designed to act as a landmark for those exiting the station in accordance with the aims of the Masterplan.

Design Panel

- 8.4.4 The proposal was presented to the Council's Design Panel on 28 November 2013. The notes are set out in full in Appendix 3. A provisional elevation design and three potential foot prints for the building were presented to the Panel to allow their comments to be incorporated into the final proposal. The Panel were broadly supportive of the proposed exterior elevation, which they praised for the quality and interest of materials, they noted that the proposal would make an appropriate "middle of the street" contribution to a lively and successful urban neighbourhood and its proposed uses would significantly contribute to the improvement of Tottenham Hale. The Panel welcomed the proposed public cafe / restaurant on the ground floor.
- 8.4.5 The panel looked at the three options presented by the applicants in the context of the Masterplan, they agreed that it was preferable to avoid a rear wing, and stressed the proposal would work best if it followed the street and block edge plans closely and had as simple a relationship to the street as possible. The panel broadly accepted a 9 storey development (plus 10th storey plant), Their main concerns were reserved for the quality of interiors, particularly the route from lift to bedroom door; which should be made as simple as possible, avoiding long corridors, and be a pleasant space with natural daylight. They suggested improvements to the ground floor restaurant area and canopy to improve this space.
- 8.4.6 The proposal submitted and under consideration largely incorporates the comments of the Design Panel in that the rear wing has been removed and the lift core has been relocated to the front of the building which allows natural light into the lift lobbies and provides a better circulation space within the hotel. The building has been brought forward on the site to provide a more coherent courtyard to the rear and to safeguard future development to the north and rear of the proposed building. This in turn provides a more active

frontage which integrates better with the street and improves the lobby and restaurant area.

- 8.4.7 Overall the design is considered to comply with the design principles of the Masterplan by providing a 9 storey building close to the Station which will contribute to a high quality public realm. The Masterplan notes the importance of an active frontage and ground floor use in order to animate the streets and the public realm, and create a lively and interesting street scene, the proposed ground floor design and use will introduce an active frontage and animate Station Road which will make a significant contribution to the objectives of the Masterplan. The external elevation will integrate the international branding of Premier Inn with vernacular materials including London Stock Brick which will link the modern buildings on Hale Village with the more traditional buildings to the west of the site which will enhance the sense of place within the Masterplan area. It will promote and safeguard other high quality developments on the surrounding sites. A condition has been imposed requiring facing materials to be submitted for consideration as part of an grant of planning permission.
- 8.4.8 As such the design of the proposed hotel is considered to be high quality and will greatly enhance the visual amenity of the area, whilst contributing to a sense of place for the area and setting the tone for high standards of design for any future proposed developments in the locality. Therefore, the proposal is in accordance with the Tottenham Hale Masterplan SPD the Local Plan Policy SP11 and London Plan Policies 7.4 and 7.6.

Safety by Design

- 8.4.9 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.
- 8.4.10 The Metropolitan Police's Designing Out Crime Officer has provided comments they raised concerns with the recesses proposed at the linen entrance and dry/wet good entrance. They note that the reception desk appears to be in a good location as it has views of the main entrance, toilet entrance and restaurant entrance but recommend a more enclosed reception area linked to the office to provide a place of retreat if needed. They note that the bike stands are in a good position in an area actively viewed by those in the restaurant and recommended that the internal cycle storage should have a lockable door and fixed stands so that bikes can be locked securely.
- 8.4.11 In response to these concerns the applicant has provided an amended ground floor plan showing outward opening doors to the linen entrance removing the recess and glazing alongside the dry/wet goods entrance to provide surveillance over this area. It has advised that given the low cost nature of the hotel the reception area provides a cashless check in and is not constantly

staffed as it would be in a fully services hotel so the concerns in relation to the reception and office do not apply in this instance. It has confirmed that bike stands would be provided in the cycle storage area.

- 8.4.12 Therefore overall 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

- 8.4.13 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places by securing step-free access where this is appropriate and practicable. London Plan Policy 4.5 states that 10% of hotel bedroom should be wheelchair accessible.
- 8.4.14 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. The hotel will have a level threshold entrance into the reception area, and level access through the restaurant and lobby area including an accessible WC. The guest lift will provide accessibility to all floors of the hotel.
- 8.4.15 There will be 8 accessible bedrooms with accessible bath/shower rooms and interconnecting doors to the adjacent bedrooms should the guest require an assistant. These rooms have been located close to the lift cores for easy access. This would provide 8% of rooms as wheelchair accessible which would be marginally short of the 10% requirement set out in Policy 4.5 of the London Plan. Although the proposal would therefore not comply with London Plan Policy, it is considered that on balance a reason for refusal could not be formed in this respect. The layout of the hotel is severely constrained by the need to follow the Masterplan for the area and the low budget nature of the hotel which requires a repeating floor plan to make development viable. This means that there is little potential to accommodate further wheelchair accessible rooms within the proposal and the shortfall is considered acceptable when weighed against the other merits of the proposal as set out above.
- 8.4.16 The London Plan parking standards require new development to consider the needs of disabled drivers, and states developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders. 3 disabled parking spaces would be provided close to the main entrance of the proposed hotel development.
- 8.4.17 It is considered that the applicant has demonstrated that the new development would be laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

8.5 Transport

- 8.5.1 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.
- 8.5.2 The site is located in an area with a high public transport accessibility level (PTAL 6) and is only some 190 metres from Tottenham Hale underground, rail station and bus station, which provides excellent connections to the Victoria Line connecting Tottenham with Central London within 20 minutes and the Great Angle line which links Tottenham Hale with Stansted Airport, Cambridge, Bishops Stortford, Hertford East to Liverpool Street Station. The bus station also provides access to bus routes (41, 123, 192, 230 and W4).
- 8.5.3 The applicant's Transport Statement sets out that using similar sites from the TRAVL trip forecast database it is calculated that this development proposal would generate a total of some 262 arrivals and 248 departures daily, with some 45 in/out trips during the am and pm peak hour. When the existing office trips are discounted the net increase in trip generation will be some 110 in/out trips over the day (60 arrival and 50 departures).
- 8.5.4 The applicant is not proposing to provide off street car parking spaces to support this development proposal, however given the nature of the development and the location of the hotel, (in an area with a high public transport accessibility level), the applicant is not required to provide off street car parking spaces. The applicant has proposed contributing towards the provision of 3 on-street disabled car parking spaces which is considered acceptable. To mitigate against any potential residual parking demand generated by the proposed development, the Transportation Team require the applicant to contribute a total of £20,500 by way of a S.106 agreement towards the implementation of the disabled parking bays on Station Road and towards the design consultation and implementation of a parking control scheme on Ashley Road. Given its proximity to the site (some 120 metres) Ashley Road has been identified as most likely to suffer the impacts of any displaced traffic and therefore requires additional parking restrictions to be implemented to mitigate these impacts. As further mitigation the Transportation Team require the applicant to submit a travel plan with measures aimed at encouraging travel by staff and clients of the proposed development by sustainable modes of transport and contribute a sum of £20,000 by way of a S.106 agreement towards the walking and cycling infrastructure in the area surrounding the site (Green walking and cycle link which links the site to Tottenham High Road via Chestnuts Road).

Cycle Parking

- 8.5.5 The proposal will incorporate cycle parking with 2 internal cycle spaces which is in accordance with the Council's standards which require 1 space per 20 members of staff, the spaces will also be available to guests. Furthermore 4 external spaces will be provided which will be sheltered by the proposed entranceway and overlooked by the proposed restaurant. A condition can be attached to ensure these are provided and made available to guests in perpetuity.
- 8.5.6 Overall it is considered that the proposal would not have a material adverse impact on the surrounding highways network and would promote the use of sustainable methods of transport including cycling and walking in accordance with Local Plan Policies SP4 and SP7 and Saved UDP Policy M10.

8.6 Flood Risk and Drainage

- 8.6.1 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 'more vulnerable' which is appropriate in Flood Zone 2 and a site-specific flood risk assessment has been provided.
- 8.6.2 The Environment Agency has been consulted and raises no objections to the proposals and refers the Council to paragraphs 100-104 of the NPPF. Paragraph 103 of the NPPF advises that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, (informed by a site-specific flood risk assessment) following the Sequential Test, and if required the Exception Test, it can be demonstrated that within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.
- 8.6.3 Paragraph 3.1.15 of Local Plan Policy SP1 states that the sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with Planning Policy Statement 25 (which has been superseded by the NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located. This is in accordance with Paragraph 104 of the NPPF which states that "*for individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test*". Therefore subject to appropriate flood resilience and resistance the proposal is considered acceptable in terms of flood risk.

- 8.6.4 In this respect the Environment Agency recommend that finished floor levels for the proposed development are set as high as is practically possible, ideally 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 up to the 1 in 100 chance in any year including an allowance for climate change flood level, to protect the proposed development from flooding. The applicant has provided additional information which demonstrates that the modelled 1 in 100 year (1%), 1 in 100 year + 20% Climate Change (1% + CC) and 1 in 1000 year (0.1%) flood levels remain below the finished floor level of the building and adjoining ground levels and therefore the proposed floor levels are considered acceptable to provide an appropriately flood resilient and resistant proposal.
- 8.6.5 With regard to evacuation arrangements the Council's Head of Emergency Planning and Business Continuity has requested that prior to occupation the applicant provides a Flood Risk Management Plan for the site, this has been secured by a condition.
- 8.6.6 Therefore overall the proposal is considered acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant, including by emergency planning. The proposal therefore complies with Local Plan SP5 London Plan Policy 5.12 the NPPF.
- 8.6.7 Thames Water has been consulted and require a piling method statement to be provided to ensure that any piling works would not impact on subsurface water infrastructure, has been secured by a condition. A condition has also been imposed requiring a scheme of surface water drainage works including an appropriate maintenance regime in accordance with Thames Water's recommendations and Local Plan SP5 London.
- 8.6.8 As requested by Thames Water a condition has been attached requiring impact studies of the existing water supply infrastructure to be submitted to the local planning authority to determine the magnitude of any new additional capacity required in the system and a suitable connection point, to ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

8.7 Energy and Sustainability

- 8.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Local Plan Policy SP4 requires all new non-residential development shall be built to at least BREEAM "very good" standard and should aim to achieve BREEAM "excellent".

- 8.7.2 The applicant has submitted a sustainability statement which demonstrates the new development (59.32%) will provisionally achieve a BREEAM rating of 'Very Good (min. 55%)'. A condition will be attached to ensure that prior to occupation the applicant provides a final Certificate to certify that BREEAM 'very good has' been achieved.
- 8.7.3 London Plan Policy 5.2 requires all new non-domestic buildings to provide a 40% reduction in carbon emissions. The applicant has submitted an energy statements which states that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand followed by the incorporation of low energy lighting and efficient systems before the incorporation of decentralised and renewable technologies. The proposal will incorporate a combined heat and power unit (CHP) to meet the hot water requirement for the hotel with air source heat pumps meeting a significant proportion of the heating and cooling demand. The statement concludes that no other renewable technology can be incorporated due to operator and site constraints. It calculates a carbon emission reduction of 26.34% with an annual shortfall below the 40% London Plan target of 29 tonnes. Given the limitations of the site and the constraints of the design on balance this level of carbon reduction is considered acceptable in this instance, a further reduction in carbon dioxide could affect the viability of the proposal and given the regeneration benefits of the scheme it is desirable that the development goes ahead.
- 8.7.4 The development has been designed so that if plans to expand the heat network in the Lee Valley Opportunity Area come forward during the construction period it would be possible to connect to the network, if appropriate. The Council's Decentralised Energy Officer has requested further details of the safeguarded connection between the plant room and property boundary, to ensure that the proposal is adequately future proofed and follows Greater London Authority decentralised energy network design guidance provided. This has been secured by a condition.

8.8 Impact on neighbouring properties

- 8.8.1 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking and aspect.
- 8.8.2 The application site is surrounded by a mix of residential and commercial buildings. The applicant has submitted a Daylight and Sunlight Study which demonstrates that there would no material loss of daylight or sunlight to the surrounding residential properties. There would be some impact on the windows of the neighbouring offices however the windows affected serve rooms which are dual aspect so the development would not have a significant impact on the daylight to these rooms.

8.8.3 With regard to the restaurant on the ground floor the hotel UDP Saved Policy TCR5 advises that when assessing proposals for restaurants (use class A3) the Council will take into account the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises the hours of opening, operation and delivery.

8.8.4 The Council's Environmental Health team have been consulted and have no objections subject to an informative advising the applicant to contact the Food and Hygiene Team regarding registration, kitchen layout & construction, extract ventilation. Given the restaurant will be ancillary to the hotel is unlikely to generate any significant issues to the surrounding properties in terms of litter, odours and noise. The hours of opening will be controlled under other legislation.

8.9 Contaminated Land

8.9.1 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.

8.10 Archaeology

8.10.1 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.

8.10.2 A desk-based archaeological assessment has been undertaken which has identified the potential for prehistoric and early medieval to post medieval settlement activity. The potential is considered low due to the anticipated truncation due to 20th century development and the archaeological resource is considered to be of Local Significance. The Greater London Archaeological Advisory Service (GLAAS) has been consulted and raise no objections subject to two stage process of archaeological investigation which can be secured by way of a condition.

8.11 Waste

8.11.1 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.

8.11.2 In this respect the applicant's sustainability statement sets out that the Main contractor will operate a Site Waste Management Plan (SWMP) to reduce

nonhazardous construction waste and divert waste from landfill to a level met in the top 10% of building projects in the UK. A suitable area will be set aside for the storage of recyclable waste to provide adequate space for the segregation of the expected waste streams. Following construction the proposal has been designed with a refuse and recycling storage area in a court-yard to the rear of the building which linked to station road by the service corridor within the building. The Council's Waste Management Team have been consulted and raise no objections.

8.11.3 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.

8.12 S106 Planning Obligations and Community Infrastructure Levy (CIL)

8.12.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. Below are the agreed Heads of Terms.

8.12.2 *Local Employment and Labour*

Local Employment (post construction) through the Haringey Employment Delivery Partnership

20% workforce comprised of 'local residents' with 10% of the local workforce comprising trainees (bricklaying, carpentry, joinery, plumbing, painting, and decorating)

£18,750 (eighteen thousand seven hundred and fifty pounds) towards a work placement co-ordinator:

8.12.3 *Community Facilities and Environmental Improvements*

£30,000 (thirty thousand pounds) towards public realm improvements including The 'Green Link' and improvements of Down Lane Park.

8.12.4 *Transportation*

The applicant appoints a travel plan coordinator and provides a full travel plan no later than three months after the development has been occupied.

£3,000 (three thousand pounds) for travel plan monitoring

£20,500 (twenty thousand five hundred pounds) towards; parking and traffic management measures.

8.12.5 *Implementation and Monitoring Costs*

£2167.50 (two thousand one hundred and sixty seven pounds and fifty pence)
- (3% of overall s106 value)

8.12.6 *Mayoral Community Infrastructure Levy (CIL)*

Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £60,445 (1727 sq. m x £35).

9.0 CONCLUSION

- 9.1 The principle of a Hotel on this site is strongly supported by Development Plan Policies and the potential regeneration benefits are considered to be significant. The proposal will be the first major strategic development in the Tottenham Hale Masterplan area since the Hale Village scheme and so is likely to be a significant catalyst for the regeneration and future of development of the Masterplan area.
- 9.2 The design of the proposed hotel development is considered to be high quality and has incorporated the comments of numerous negotiation sessions with officers and the comments of the design panel. The design of the proposed building would comply with the design principles of the Tottenham Hale Masterplan by providing a 9 storey landmark building in close proximity to the Tottenham Hale Station which will contribute to a high quality public realm. The ground floor design and use of the proposal would introduce an active frontage and animate Station Road. The design would also promote and safeguard other high quality developments on the surrounding sites, by enabling the comprehensive redevelopment of the entire block.
- 9.3 There will be 8 wheelchair accessible bedrooms which would be marginally short of the 10% requirement set out in Policy 4.5 of the London Plan. Although the proposal would therefore not comply with London Plan Policy, it is considered that on balance a reason for refusal could not be formed in this respect. The layout of the hotel is severely constrained by the need to follow the Masterplan for the area and the low budget nature of the hotel which requires a repeating floor plan to make development viable. This means that there is little potential to accommodate further wheelchair accessible rooms within the proposal and the shortfall is considered acceptable when weighed against the other merits of the proposal as set out above.
- 9.4 The proposal is considered acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant including by emergency planning. The proposal would not have an impact on the surrounding highways network and would promote the use of sustainable methods of transport including cycling and walking.
- 9.5 The proposal is considered to be a sustainable design which will achieve BREAM 'very good' and provide a significant reduction in potential carbon emissions. It would not have an adverse impact on neighbouring properties,

archaeology and contaminated land. Suitable waste facilities have been provided.

- 9.6 Contributions toward employment and training, environmental improvements, public realm improvements to include the 'Green Link' and Down Lane Park and a controlled parking zone and necessary highway works will be secured by a s106 agreement. The development will be liable for the Mayoral Community Infrastructure Levy.
- 9.7 The detailed assessments outlined in this report demonstrate that there is strong planning policy support for the proposals embodied in the Local Development Plan and backed by London Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

10.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) A01A, A02A, A03A, A04A, L01, L02A, SK100A - SK107A inc.

Subject to the following condition(s)

IMPLEMENTATION

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

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

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

L01 A, L02 A, A01 A to A04 A, SK100 A to A01 A SK100 A to SK107 A

Reason: To avoid doubt and in the interests of good planning.

SAMPLES OF MATERIALS

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

Reason: 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. 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. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the Station Road 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.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

SERVICE AND DELIVERY PLAN

5. The applicant is also required to submit a service and delivery plan (DSP)

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

CYCLING PROVISION

6. The development shall not be occupied until the cycle parking spaces for users of the development, have been installed in accordance with Drawing SK 101 A. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

CROSSOVER

7. The necessary works to remove the existing crossover and reconstruct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.

Reason: To ensure that the proposed development will not impact on pedestrian's amenity.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

8. No development shall be commenced unless a construction and environmental management plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how noise, vibration, air and water pollution, among other impacts on amenity shall be minimised. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed

CONSIDERATE CONSTRUCTORS

9. 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 the interests of residential amenity.

ENERGY STATEMENT

10. The development hereby permitted shall be built in accordance with the energy and sustainability statements and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

FUTURE PROOFING

11. Prior to commencement of the development, full details of the single plant room/energy centre, CHP and Boiler specifications, thermal store, communal network and future proofing measures, including details of the safeguarded connection between the plant room and property boundary, should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the completed development is future proofed to enable connection to an area wide decentralised energy network to comply with Policies 5.5 and 5.6 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

BREEAM

12. The development hereby approved shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating very good has been achieved for this development,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

PILING METHOD STATEMENT

13. The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

FLOOD RISK MANAGEMENT PLAN

14. Prior to the construction of the development hereby permitted, a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Planning Authority. The FRMP shall include details of how the design will incorporate elements of resilience to prevent water ingress, protection of key building services (electricity and heating), safe evacuation methods, assembly point, arrangements to

relocate guests without recourse to local authority support and an agreed monitoring programme. Thereafter the FRMP shall be implemented.

Reason: To ensure that adequate evacuation arrangements are in place at times of flood in the interests of public safety and to comply with Paragraph 103 of the NPPF and Local Plan SP5.

SUSTAINABLE DRAINAGE

15. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

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

ARCHAEOLOGY

16. 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.

SITE WASTE MANAGEMENT PLAN

17. 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.

REFUSE & WASTE STORAGE

18. 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.

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.

THAMES WATER

19. Prior to the commencement of construction of the development hereby approved an impact study of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand

COMBUSTION AND ENERGY PLANT

20. Prior to installation of the Combined Heat and Power unit, details of the NO_x emissions should be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent an increase in local problems of air quality within an Air Quality Management Areas (AQMAs) as required by The London Plan Policy 7.14.

INFORMATIVE: Naming & Numbering

The new development will require naming/numbering. The applicant should contact the Transportation Group (tel. 020 8489 1000) at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE: CIL

The applicant 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 £60,445 (1727 sq. m x £35. 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: London Underground

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

INFORMATIVE: Waste Water

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. 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: Asbestos Survey

Prior to demolition 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: Food and Hygiene

The applicant is advised to contact The Council's Environmental Health Food and Hygiene regarding registration, kitchen layout & construction and extract ventilation.

INFORMATIVE: Crossover

In respect of condition 7 the applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before works commences on site.

INFORMATIVE: District heating

In respect of condition 11 the applicant is advised to consult the Greater London Authorities District Heating Manual for London.

INFORMATIVE: Archaeology

In respect of condition 17, written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

INFORMATIVE: Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording 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.

INFORMATIVE: 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 application site has a medium PTAL rating of 3 and is located close to The Roundway shopping area, which is served by the 123, 144, 217, 231, 243 and 444 bus routes that operate with a two-way frequency of 76 buses per hour. These bus routes provide access to services in nearby Wood Green and Tottenham High Road. It is therefore considered that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site.</p> <p>The site is located within the Belmont controlled parking zone, which operates between Monday to Friday 8:30am – 6:30pm and provides a good level of on-street parking control. The proposal provides for one off-street parking space per residential unit, which is a level that accords with standards set out within the Haringey Council adopted Unitary Development Plan (saved policies 2013). The parking levels within this development also accord with Unitary Development Policies M10-7.21 and M10-7.22 and Haringey's Local Plan Strategic Policies (2013-2026) outlined within SP1, SP4 and SP7.</p> <p>It has been noted that the application also includes secure cycle storage facilities in line with London Plan standards. Further to this, the area has not been identified within the Unitary Development Plan as that renowned to have high car parking pressure. The proposal is therefore unlikely to have any significant impact on the surrounding highway network or on parking demand at this location.</p> <p>The site gains vehicular access from privately controlled Penistone Close, which is an estate road that already serves 34 properties. This access road measures in excess of the 3.7metres required for</p>	Noted.

No.	Stakeholder	Question/Comment	Response
		<p>access by fire appliance. Although the application does not include a detailed refuse collection strategy, the drawings indicate individual bin storage areas to the front of each property. This arrangement echoes that already provided for properties numbered 19-34 Penniston Close. However, as the Councils Neighbourhood Action Team have not been given the opportunity to provide full comments on the final refuse collection arrangements, the applicant should be required to provide a Refuse Management Plan in connection with the development.</p> <p>Therefore, the highway and transportation authority would not object to the above proposals subject to the imposition of the following pre-commencement conditions:</p> <p>1. Prior to the occupation of the development hereby permitted the applicant/developer shall be required to submit a Refuse Management Plan for the approval of the Local Planning Authority. Reason: In the interests of maintaining highway efficiency and safety.</p> <p>2. The Applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Downhills Way and Penniston Close 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>	

No.	Stakeholder	Question/Comment	Response
		<p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>Informative: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
	Environmental Health – Pollution	<p>Control of Construction Dust: No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>The Tottenham Hale area is an area of poor air quality and has been identified as a hotspot area elevated levels of nitrogen dioxide (NO2). The Tottenham Hale gyratory has also been determined by TfL as an NO2 focus area. With regard to emissions of NO2 and PM2.5 from energy plant associated with this proposed development, I strongly recommend the following condition; Combustion and Energy Plant: Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by The London Plan Policy 7.14.</p>	Noted. Conditions attached.

No.	Stakeholder	Question/Comment	Response
		As an informative: Prior to demolition 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.	
	Environmental Health Noise	No comments to make on this application	Noted.
	Environmental Health Food and Hygiene	From the information available, Commercial Environmental Health have no objections. However, the applicant must be advised to contact us regarding registration, kitchen layout & construction , extract ventilation etc.	Noted. Informative attached.
	Cleansing	<p>I have the following comments to make: Bulk waste containers must be located no further than 10 metres from the point of collection. Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.</p> <p>All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. If access through security gates/doors is required for household waste collection,</p>	Noted. Condition requiring further details of waste management facilities attached.

No.	Stakeholder	Question/Comment	Response
		<p>codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.</p> <p>Other comments as follows: Although the proposed planning application for A 96 bed hotel (Class C1) including a 146sqm restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle makes reference to having an area for storage and collection of waste. No detailed information is provided on how waste will be stored and disposed of, requirements are as follows A 96 bed hotel 16x 1100 litre euro bins 10x 1100 litre euro bins</p> <p>The restaurant will need to make separate bespoke arrangements for the storage and collection of waste in line with the Environmental Protection Act 1990. All businesses are required to have lawful arrangements in place for the storage and disposal of commercial waste. Failure to provide authorised officers on request with documentation outlining how waste is lawfully stored and disposed of is an offence contrary to the Environmental Protection Act 1990.</p>	
	Tottenham Team Area	The Tottenham Team have been involved in extensive pre-application discussions with the applicant regarding this site along	Noted.

No.	Stakeholder	Question/Comment	Response
	Regeneration Manager, Tottenham Hale and South Tottenham	<p>with colleagues from Development Management. The application is broadly supported, in that it responds to the aspirations set out in the 2006 Tottenham Hale SPD, and reflects further discussions which have taken place between the parties in relation to the Arup Masterplan Refresh (2014).</p> <p>In terms of uses on site, from a regeneration perspective, the inclusion of a hotel on the site is to be welcomed for a number of reasons. The first is the jobs dimension, which is a key objective of the Tottenham programme and we welcome the detailed discussions which have taken place in relation to this element with the end user, Premier Inn. We look forward to an appropriate section 106 agreement in relation to this topic.</p> <p>The second regeneration angle is tourism. Key to making The Hale more than just an interchange, is the development of a range of place assets which exploit the Hale's local attributes, most notably its proximity to the Lee Valley Regional Park and its extraordinary connectivity. We welcome the proposed inclusion of food and beverage use on the ground floor, though would seek assurances that this element will be open to the public, thus beginning a process of animating the street scene at The Hale. Our understanding from pre-application discussions is that the intention was to include a public restaurant/bar/café as part of the ground floor use. We are unclear from the application whether this element has been incorporated and would seek to have this element clarified.</p> <p>A key objective of the Tottenham programme as set out in the 2006 SPD and the 2014 Physical Development Framework is to secure the comprehensive redevelopment of the entire block of which this</p>	

No.	Stakeholder	Question/Comment	Response
		<p>proposal forms part. We note the application includes a proposal for how this block can come forward with this element as a first phase.</p> <p>This development is to be broadly welcomed as an early mover at the heart of an area undergoing significant physical change and development. We are keen to ensure that the highest quality design and choice of materials are brought forward consistent with the Council's aspirations for this key growth area.</p>	
	Head of Emergency Planning and Business Continuity	<p>I support the EA's comments overall. A Hotel is a suitable development which doesn't cause concern within a flood risk area.</p> <p>I also agree that a Flood Risk Management Plan is essential for this site, to cover:</p> <ul style="list-style-type: none"> - How the design will incorporate elements of resilience to prevent water ingress - Protection of key building services (electricity and heating) - In terms of evacuation, there is a need for the developer to demonstrate that at full occupancy the hotel staff and guests, which I assume to be 200+ people, can be safely evacuated, and that a nearby suitable assembly point can be identified. - Arrangements within the Premier Inn group to relocate their guests without recourse to local authority support. 	Noted. Condition attached.
	Carbon Management and Sustainability Team	<p>I suggest the following condition:</p> <p>The development shall be future proofed to enable connection to an area wide decentralised energy network at some future date. Prior to commencement of the development, full details of the single plant room/energy centre, CHP and Boiler specifications, thermal store, communal network and future proofing measures, including details of the safeguarded connection between the plant room and property boundary, should be submitted to and approved in writing by the Local Planning Authority.</p>	Noted. Conditions attached

No.	Stakeholder	Question/Comment	Response
		To comply with the decentralised energy network design guidance provided by the Greater London Authority.	
	Building Control	no objections	Noted
	EXTERNAL		
	Thames Water	<p>Waste Comments</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. 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. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from</p> <p>Thames Water</p> <p>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.</p> <p>Water Comments</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning</p>	Noted. Conditions and informatives attached.

No.	Stakeholder	Question/Comment	Response
		<p>authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.</p>	
	English Heritage Greater London Archaeology	The site falls adjacent to the Tottenham Hale area of archaeological importance as identified in the UDP and demonstrates the potential for Saxon through to post medieval remains. Historic mapping information has demonstrated that the site is located within the historic core of the settlement. There is, therefore, a high potential for buried archaeological remains associated with the historic development of the settlement of Tottenham Hale. Historic mapping, however, has also identified a number of phases of construction on the site which have the potential to impact on the buried archaeological horizons.	Noted. Conditions and informatives attached.

No.	Stakeholder	Question/Comment	Response
		<p>Recommend Archaeological Condition</p> <p>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 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>Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:</p> <p>Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of</p>	

No.	Stakeholder	Question/Comment	Response
		<p>appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF</p> <p>Condition: A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.</p> <p>B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall 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>C) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (B).</p> <p>D) 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 (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Informative: Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. It is recommended that the archaeological fieldwork should comprise of the following:</p> <p>Watching Brief A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording 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.</p> <p>Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application. Please note that this response relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p>	
	Environment Agency	<p>The application site lies within Flood Zone 2 defined by Table 1 in the planning practice guidance on Flood Risk and Coastal Change and illustrated by our Flood Map as having a medium probability of flooding.</p> <p>The National Planning Policy Framework (NPPF) advocates a sequential, risk-based approach to the location of development at paragraphs 100-104. Local planning authorities should take into account the risk of flooding at the proposed development site and the flood risk vulnerability of the proposed land uses when making their decisions on the appropriateness of a development's location. This is achieved through the application of the Sequential Test</p>	Noted. Flood risk is considered in section 8.5 of the report.

No.	Stakeholder	Question/Comment	Response
		<p>which requires decision-makers to steer new development to areas at the lowest probability of flooding. In this instance there is no evidence to demonstrate that the flood risk Sequential Test has been applied.</p> <p>In line with the advice contained within the NPPF, the submitted planning application should not be determined until you are satisfied that the Sequential Test has been applied and passed .</p> <p>It is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework. We do not advise on the comparative assessment of land, its availability or suitability for a particular form of development. Similarly we do not comment on the sustainability justifications of development as these are beyond the scope of our role.</p> <p>Notwithstanding the comments made above 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 as high as is practically possible, ideally 300millimetres 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 up to the 1 in 100 chance in any year including an allowance for climate change flood level. This is to protect the proposed development from flooding. Further information can be found in the document 'Improving the flood performance of new buildings' at: http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf Additional guidance can be found in the Environment Agency Publication 'Prepare your property for flooding', which can be found</p>	

No.	Stakeholder	Question/Comment	Response
		<p>on our website at http://www.environment-agency.gov.uk/homeandleisure/floods/31644.aspx</p> <p>You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.</p>	
	London Underground	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:</p> <ul style="list-style-type: none"> • the development will not have any detrimental effect on our tunnels and structures either in the short or long term • the design must be such that the loading imposed on our tunnels or structures is not increased or removed • we offer no right of support to the development or land <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following: The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> • provide details on all structures 	Noted condition and informative attached.

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • accommodate the location of the existing London Underground structures and tunnels • accommodate ground movement arising from the construction thereof • and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels. <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and ‘Land for Industry and Transport’ Supplementary Planning Guidance 2012</p> <p>We also ask that the following informative is added: The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting</p>	
	Met Police Designing Out Crime Office	In principle we have no initial concerns with building a hotel within this location, however I would like to draw to your attention the following areas of note for this proposal:	Noted. The design has been amended to incorporate these comments. See paragraph 8.4.11

No.	Stakeholder	Question/Comment	Response
		<p><u>Station Road: External Ground Floor:</u></p> <p>The design of the building lines makes a recess around the doorway, 'Linen Entrance'. It is hidden out of view from the rest of the building line due to the external enclosed tower, housing the internal lift shaft. This protruding non permeable tower creates a blind/hiding corner around the East side of 'Linen Entrance'. It also creates a similar blind/hiding corner from the 'Main Entrance' out onto the West of Station Road. The 'Main Entrance' appears to be set back even further than the 'Linen Entrance' making the corner deeper. It would appear that the glazing along the front of the building is going to be permeable, if this is correct then we would promote this and advise it is kept clear at all time and not blocked by signage or posters. The glazing starts at the main entrance and continues along half of the internal restaurant area. This allows a good natural and active surveillance immediately in front of the building. However as the building continues towards the second half of the restaurant and the 'Dry/wet Goods Entrance', to the East of the building the glazing stops. It is replaced by a blank solid wall leading up to the 'Dry/wet Goods Entrance' which offers no permeability or active surveillance. The 'Dry/wet Goods Entrance' is again recessed and hidden from the rest of the building. Anyone approaching along Station Road footpath will not be able to see into these areas of concern, which may put them unduly at risk from becoming victims of crime.</p> <p>Recesses provide criminals a place to lurk or stay hidden and will promote the likelihood of these areas becoming abused and targeted by criminals and ASB. Not have clear sightlines and hidden entrances will have a negative impact on customers and members of the public's perceptions of safety within the vicinity.</p>	

No.	Stakeholder	Question/Comment	Response
		<p><u>Internal: Ground Floor:</u></p> <p>The shared delivery and guest use of the area around the external, linen entrance & corridor, guests stairs & lifts, by the linen storage room, has been identified as a vulnerable area. A secondary accessed controlled door should be considered for the immediate corridor leading from the external linen entrance door. This will help prevent misuse of the area, and unauthorised use/ trespass through the external door. Additional protection is needed as it offers direct access from the street into the hotel through an area that is unmonitored by reception or other on duty hotel staff.</p> <p>The Dry/wet goods Entrance from the street leading into the Service corridor appears to have secondary doors to the restaurant. However a secondary door should be considered along the entrance corridor nearer to the external door to prevent unlawful entry up the escape stairs. Both these areas will be especially vulnerable during deliveries or if the external doors fail or are manipulated.</p> <p>The position of the reception desk appears to be in a good location as it has views of the main entrance, toilet entrance and restaurant entrance. The office is located near the reception desk, however a more enclosed reception area, where the office door was behind the receptionist would offer additional security protection for both the office and reception staff. The current layout leaves the receptionist very open to abuse, with no security protection or a place to retreat to if needed. A secondary access control layer is also advised if money is to be kept in the office.</p> <p>The external bike stands are in a good position as the area is actively viewed by those in the restaurant through the glazing. The</p>	

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		<p>hotel reception may also be able to view the cycles if the view through glazing is not blocked by internal furnishings. The internal cycle storage should have a lockable door and fixed stands so the cycles can to be locked securely in three places to the stand.</p> <p>In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states “It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it’s area”.</p>	

**PLANNING SERVICE
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting	:	Development Management Forum- HGY/2014/0498 Image House, Station Road N17 9LR
Date	:	11 th March 2014
Place	:	The Engine Room Hale Village
Present	:	Emma Williamson(Chair) Robbie McNaugher, 14 attendees
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 Jonathan Carkeet Berkley Square Developments Main points: Image house is a 5 storey office building close to the train and bus station.	
3.	The masterplan for Tottenham Hale suggests that a building of 5 – 10 stories is appropriate. Berkley Square Developments are a developer for Premier Inn and Travelodge. The development is not speculative and is linked to t a 25 year lease with Premier Inn. The proposal is for 95 bedrooms with service access from Station Road with a Whitbread branded restaurant on the ground floor. There is current no Premier Inn in Haringey. Haringey is the only Borough in London without a branded hotel. The site is close to transport links, connectivity is important to Premier Inn.	
4.	Premier Inn expect 30,00 guests, around 1/3 of these will not use the hotel restaurant but will eat in the local area. There will be 35 new jobs with priority for unemployed local people. The hotel will open in the summer of 2015. The proposal will integrate with the Masterplan for the area. The proposal aims to maximise the potential to promote development on the adjacent sites. The initial design reflected the existing buildings at Hale Village, the Council asked this to be toned down. The facade has a vertical emphasis and will be finished in stock brick	

<p>5.</p> <p>6.</p> <p>7.</p>	<p>and purple metal cladding with a fully glazed ground floor. There will be separate staff and customer entrances. There are standard upper floors with a mix of family, standard, shower and accessible rooms. There will be a feature lift core provide strong visibility in the area.</p> <p>Longer term development around the site will sit comfortably with the proposed building.</p> <p>Questions and Answers:</p> <p>Statement from Mark Joslin from Derrick Wade Waters Charter Surveyors on behalf of the neighbouring landowners: Support the scheme which is an important step for larger development of the 'island' site. They are working with the applicant for a comprehensive development of the 'island' site.</p> <p>Q Martin Laheen Tottenham Community Activist & Environmental Champion. The points made a summarised as follows: Drew attention to the Strategic Regeneration Framework for the area which should involve everyone in Tottenham. People should know about it now rather than when it is too late to comment. Tottenham Hale Station was approved by committee with a lift missing but further amendments are require. Believes we should fight for people whatever their abilities. Drew attention to London Plan Policies and Local Plan Policies SP8 and SP9 – local labour. The Council has services for getting people ready for work. He supports a Hotel in Tottenham which he believe will fill from day 1. Noted that there 3 disabled spaces and cycle parking. The site is 15 mins from central London He wants make sure all of the community are involved Suggested that the history of Tottenham should be displayed in the bar and restaurant for residents and non-residents. Suggested that the Hotel should use local produce for example honey from Tottenham Marshes.</p> <p>EW- Asked JC to explain their commitments to Local labour?</p> <p>JC- Premier Inn currently operate a structured local employment programme which can lead to NVQs. They work with local job centres. They will be following a model piloted by Sainsburys at Tottenham Hotspur and are working with the Council on the agreement. Premier Inn are keen for local people to work in the Hotel and will be ensuring this through their Section 106 legal agreement as part of the Planning Permission.</p> <p>Q. A neighbouring site owner- what is the impact on local businesses?</p> <p>A. JC- The building will be further from the neighbouring businesses so</p>	
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should not cause any issues for adjacent sites.
There will be more people in the area which should support local businesses.

Q. ML- Would like to be involved in the process for finding local people jobs. Newlon are developing in the area offering apprenticeships for labourers. 35 jobs is good but the managers are likely to be from outside the Borough so around 5 jobs will not be local.

Q. Are there proposals for anything else around the site?

A. EW- There are aspirations for developing the area including the adjacent sites.

Q. What will happen to local businesses?

A. EW- This has not be decided and no development proposals are on the table. Other consultation events are happening for Policies for the area.

ML- Advised that local businesses join up with other small local businesses on the High Road.

A. EW- The Council Hope that local businesses will stay in the area. If details are provided these can be passed to the Council's Tottenham Team who will advise them of the wider plans for the area.

Q- Will the hotel result in restrictions on the hours for local businesses in the area? Currently neighbouring car repair businesses operate on Sundays and late at night due to emergency recoveries.

EW- The Council cannot control existing uses other than through any existing restrictions such as planning conditions. If these are not in place then the business can operate unrestricted by planning legislation.

JC- Premier Inn are aware of the surrounding uses and do not consider them problematic. The rooms will have sound insulation accordingly.

EW- Explained the application process, the application should be considered by the Committee on the 7th April where there will be an opportunity for objectors and those in support to speak.

End of meeting



Haringey Design Panel no.
Thursday 28th November

46
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
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Proposed Premier Inn, Station Road, Tottenham Hale N17

Richard White KKA Architects
Chris Long KKA Architects
Richard Anderson Stride Treglown, Planning Consultants
Jonathan Carkeet Berkeley Square, Developers

Proposed Premier Inn, Station Road, Tottenham Hale N17

Project Description

Haringey Council adopted the Tottenham Hale Urban Centre Masterplan SPD in October 2006 and although the regeneration of the area slowed in the recent recession, enquiries about major developments in this area are now returning. This site is part of the “island” that was formerly cut off from its surroundings by the gyratory, recently removed (one of the infrastructure improvements that have continued through the recession).

The masterplan envisaged the island being developed as a pair of perimeter blocks of 6-10 storeys, separated by a single street that would not be on the current east-west alignment of Station Road, but more north-south; this would connect Broad Lane with Ashley Road, and align with the shallow tunnel of the Victoria Line. However, the existing alignment of Station Road contains significant buried statutory services; also, in the absence of a developer or the council successfully assembling all the land, proposals need to be compliant with existing ownership. In principle the council would encourage redevelopment here, and would encourage Town Centre compliant uses including hotels.

For this pre-application scheme, the applicants initially proposed a redevelopment of the existing Image House, a 4-5 storey 1970s office block, on the same footprint. This would have been an 8 storey block with public restaurant and bar opening out to outdoor tables at the front, along with reception and back of house services on the ground floor, seven storeys of Premier Inn's standard bedrooms (including one disabled bedroom per floor) above and a service yard to the rear.

The council have investigated if there could be a combined development of this and the neighbouring sites but they are not all ready now. Discussions have encouraged the applicants to push their building footprint as far up to the front of their plot as possible and to follow the angle that would twist their frontage closer to the masterplan alignment, whilst getting less close to the back of their plot where they could prejudice the site to the north. In particular the reduction or loss of a rear "wing" has been encouraged, to preserve the perimeter block masterplan and enable viable development to the rest of the block. Therefore an additional floor (9 storeys) could be acceptable in principle.

Panel Questions

What would be the approximate size of an internal "lightwell" to the city block with this development and the anticipated development on neighbouring sites sharing the proposed block; what quality of outlook and possible uses do the applicants consider viable on those neighbouring plots?

The internal courtyard / lightwell would be about 40m wide (east-west) by 10-30m deep (north-south). There would not be a single design (at least produced by these applicants) for this courtyard, which would rather be a series of back yard / lightwell / private garden spaces within the demises of each disparate ownership plot. However, although these applicants propose that their portion of the courtyard to have the ground floor of their building projecting beyond the upper floors and the remainder taken up with building services and refuse storage, they suggest that if most other sites would probably be developed with residential upper floors, they would probably have non residential ground and possibly first floors, which would probably extend to cover their sites, creating 1st or 2nd floor podium gardens. The advantages of the applicants changes are that residential upper floors could then have attractive peaceful outlooks onto this courtyard (contrasting with the busy road frontages that often also face north), which by angling across the widest width of the space (on the site to the north) should be able to get decent daylight and afternoon sun.

How suitable is/would Station Road be for outside tables and "cafe society"?

It is at present a quiet road, one-way (east bound) at its western end and used only for occasional service access and exit from the drive-in opposite, past the site; it is therefore a good place for pavement edge cafe tables.

Could the internal layout from the lift to the bedroom door be improved with more generous and better day lit internal corridors?

The applicants explained that the contracted end user, Premier Inn, have set out very specific and strictly limited requirements for the spaces they require, including that corridors are to be consistently 1.5m (and no more) wide. Their brief for their interiors is very strict; what flexibility they have is to exteriors only.

Observations

1. The Panel were broadly supportive of the proposed exterior elevation,

which was praised for the quality and interest of materials. Their main concerns were reserved for the quality of interiors, particularly the route from lift to bedroom door; this should be made as simple as possible, avoiding long and convoluted corridors, and be a pleasant space itself, with natural daylight and more than the minimum space.

2. They agreed that it is preferable to avoid a rear wing, and stressed the proposal would work best if it followed the street and block edge plans closely and had as simple a relationship to the street as possible.
3. In particular, the panel looked at the three options presented by the applicants for upper floor layouts avoiding the rear wing of their earlier proposals; a rectilinear layout with the lift and stair core in a small projecting rear wing, the same but in a front wing, and a slightly twisted plan with non standard, slightly larger but non-rectangular rooms in the corners. The panel's suggestion was that a combination of the second and third options, rectilinear to the back, at the angle to the front, would be best; this would mean the building made a full contribution to completing the block, and had the advantage of creating a "tapering / wedge shaped" corridor that would offer more generous space in front of the lifts whilst not taking up much greater floorspace. However it would not mean any daylight could get into the corridor.
4. The panel accepted that Station Road would be suitable for outside tables and welcomed the proposed public cafe / restaurant on the ground floor. However there was some concern that the low height of the overhanging canopy could feel mean and unwelcoming.
5. The panel broadly accepted the argument for a 9 storey (plus 10th storey plant), noting that 8 storeys was probably the ideal. However the observation that the hotel operator probably had carefully worked out ideal numbers of rooms, which the additional floor was necessary to achieve following the loss of the rear wing, might lead to them "overshooting"; panel members suggested that the 1st floor be made only half a floor of bedrooms, with the front made a double height entrance / cafe / restaurant. They suggested the small extra construction cost would result in a better proportioned elevation, more prominence and visibility for the hotel and more attractive facilities.
6. The panel were concerned that the quality of daylight and sunlight to the internal courtyard / lightwell of the eventually envisaged block would be insufficient to allow good quality residential accommodation in the other developments around the block, particularly that immediately to the north. The panel recommended the applicant demonstrate likely day and sunlight levels at residential windows of the most likely building to the north. However it was accepted that a development to the north would be unlikely to have residential on the ground or first floor, just on those above, and that without any rear projecting wings on the hotel, upper floor flats would have good daylight, sunlight and views across the internal courtyard westwards.
7. In welcoming the front elevational treatment (notwithstanding that its

proportions could be improved with double height to the entrance / cafe), the panel stressed it was important for Haringey to ensure its qualities, particularly the modelling and depth of window reveals, were secured in (preferably) detailed planning drawings and (less preferably but otherwise necessary) conditions on both materials and details.

8. As the total overall height would be close to what the panel felt was the acceptable maximum, it was also suggested maximum spot heights be defined in the application
9. The Panel concluded by saying that whilst the proposal would be unlikely to grab headlines for its architecture, it should make a decent “middle of the street” contribution to a lively and successful urban neighbourhood and its proposed uses would significantly contribute to the improvement of Tottenham Hale.