

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2013/1897	Ward: Tottenham Green
Address: Unit 10 (B&Q) Tottenham Hale Retail Park Broad Lane N15 4QD	
Proposal: Demolition of unit 10 (B&Q) and adjacent garden centre, to provide new retail floorspace (Use Class A1) and reconfiguration of part of the existing car park	
Existing Use: Retail	Proposed Use: Retail
Applicant: Mr Paul Wray Britel Fund Trustees Ltd (The BT Pension Scheme) C/O Hermes	
Ownership: Private	

DOCUMENTS
Title
Design & Access Statement (incorporating Crime Prevention Statement) 19 th August 2013
Planning Statement September 2013
Transport Statement September 2013
Retail Statement September 2013
Supplementary Retail Statement February 2014
Energy Statement 10 September 2013
Sustainability Statement 10 September 2013
BREEAM Pre-assessment 10 September 2013
Flood Risk Assessment September 2013
Technical Note March 2014

PLANS		
Plan Number	Rev.	Plan Title
9202_PL 200		Location Plan
9202_PL 201		Site Plan
9202_PL 202		Existing Floor Plan
9202_PL 203	P1	Proposed Floor Plan
9202_PL 204		Existing Elevations
9202_PL 205		Proposed Elevations
9202_PL 206		Proposed Section
9202_PL 207		3D Views
9202_PL1		CGI
9202_PL2		CGI
HPA-786-RD-556		Below Ground Services
HPA-786-RD-553		Below Ground Services

Case Officer Contact: Robbie McNaugher
PLANNING DESIGNATIONS: Tube Lines Flood Risk Zone 2 Designated within the Tottenham International Area 2006 Tottenham Hale SPD 'Transforming Tottenham Urban Centre Masterplan'
RECOMMENDATION GRANT PERMISSION subject to conditions and subject to a section. 106 Legal Agreement

SUMMARY OF REPORT:

The site is formed of the existing Unit 10 (B&Q) and adjacent garden centre, together with small part of the car park immediately to the north, and lies within the Tottenham Hale Retail Park. The development will comprise the demolition of Unit 10 to provide three new retail units with 80% cover mezzanines and reconfiguration of part of the existing car park. The net increase in gross A1 retail floorspace would be 35,793sqft (3,325sqm). The proposal would not increase the height of the current building which would remain at 10 metres as existing. There would be an extension with a width of 10 metres and a depth of 42 metres.

The Local Plan and the Tottenham Hale Urban Centre SPD, supports the opportunity to expand the retail use in the area, particularly comparison shopping, and improve the frontage onto Ferry Lane. In the long term, it is the Council's intention to designate Tottenham Hale as a District Centre over the life of the Local Plan. Therefore although there are long term ambition and vision for Tottenham Hale to become a District Centre it does not currently fall within a designated Town Centre. However, given the vision within the Local Plan and SPD, there is the opportunity to provide flexibility on retail proposals.

The proposal has adequately demonstrated that there is a need for the development and the sequential approach as advocated by Government guidance has been appropriately applied and it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres - subject to the imposition of appropriate planning conditions limiting the levels of retail and convenience floorspace. The proposed development would create additional employment opportunities and contribute to the regeneration aspirations of the Tottenham Hale Masterplan.

Although the design of the proposed development is not strictly in accordance with the Tottenham Hale Masterplan it would provide a shift away from conventional 'big box' retail buildings towards a District Centre through the creation of smaller units, improved access onto Broad Lane and it would not prejudice the delivery of the Masterplan in the long term. It would improve the visual appearance of this part of the retail park, particularly the elevation onto Broad Lane by providing an active frontage. As such the design is considered to be of sufficient quality to enhance the visual amenity of the area in accordance with the Tottenham Hale Masterplan SPD.

The proposal is acceptable within Flood Zone 2 and would comply with the sequential and exception tests and will be appropriately flood resilient and resistant. The proposal would not have an impact on the surrounding highways network and would promote the use of

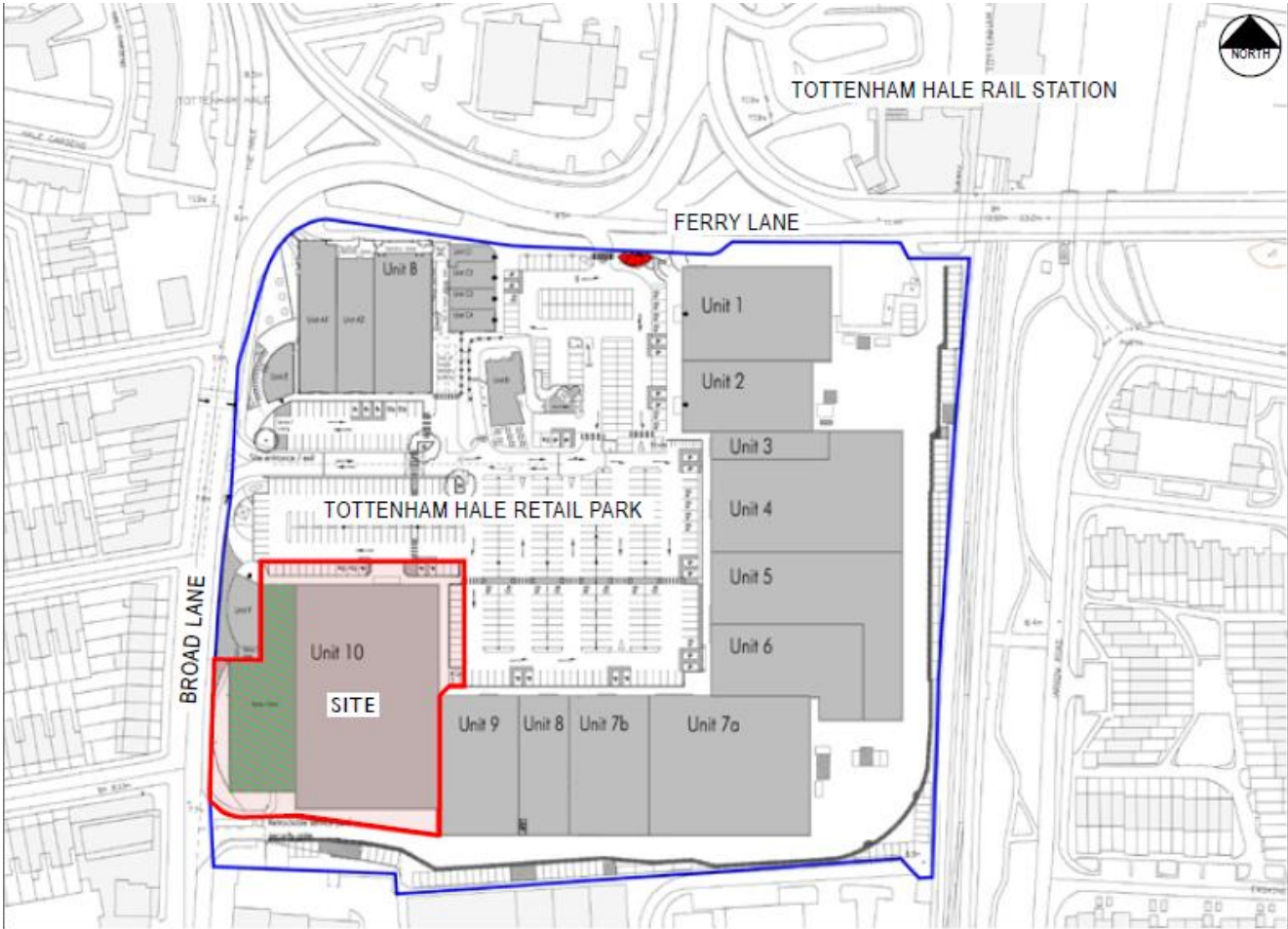
sustainable methods of transport including cycling and walking. It will provide a new two way access onto Broad Lane to accommodate the removal of the gyratory scheme. It has demonstrated a reasonable level of sustainability. It would not have an adverse impact on neighbouring properties, archaeology and contaminated land. Suitable waste facilities would be provided.

Contributions toward employment and training, pedestrian and cycling improvements will be secured by a s106 agreement. The development will be liable for the Mayoral Community Infrastructure Levy.

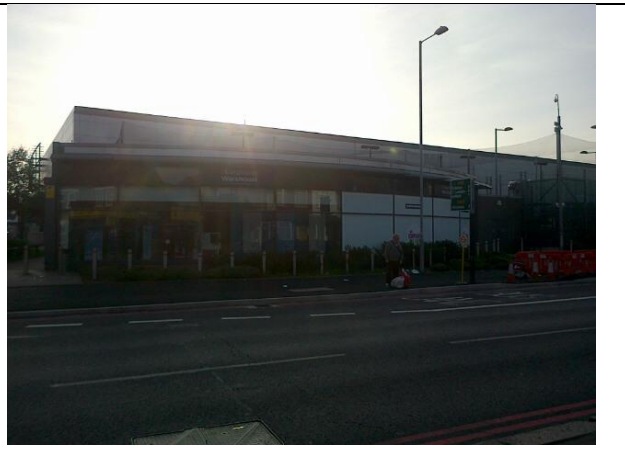
The detailed assessments outlined in this report demonstrate that there is strong planning policy support for the proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions and the signing of a 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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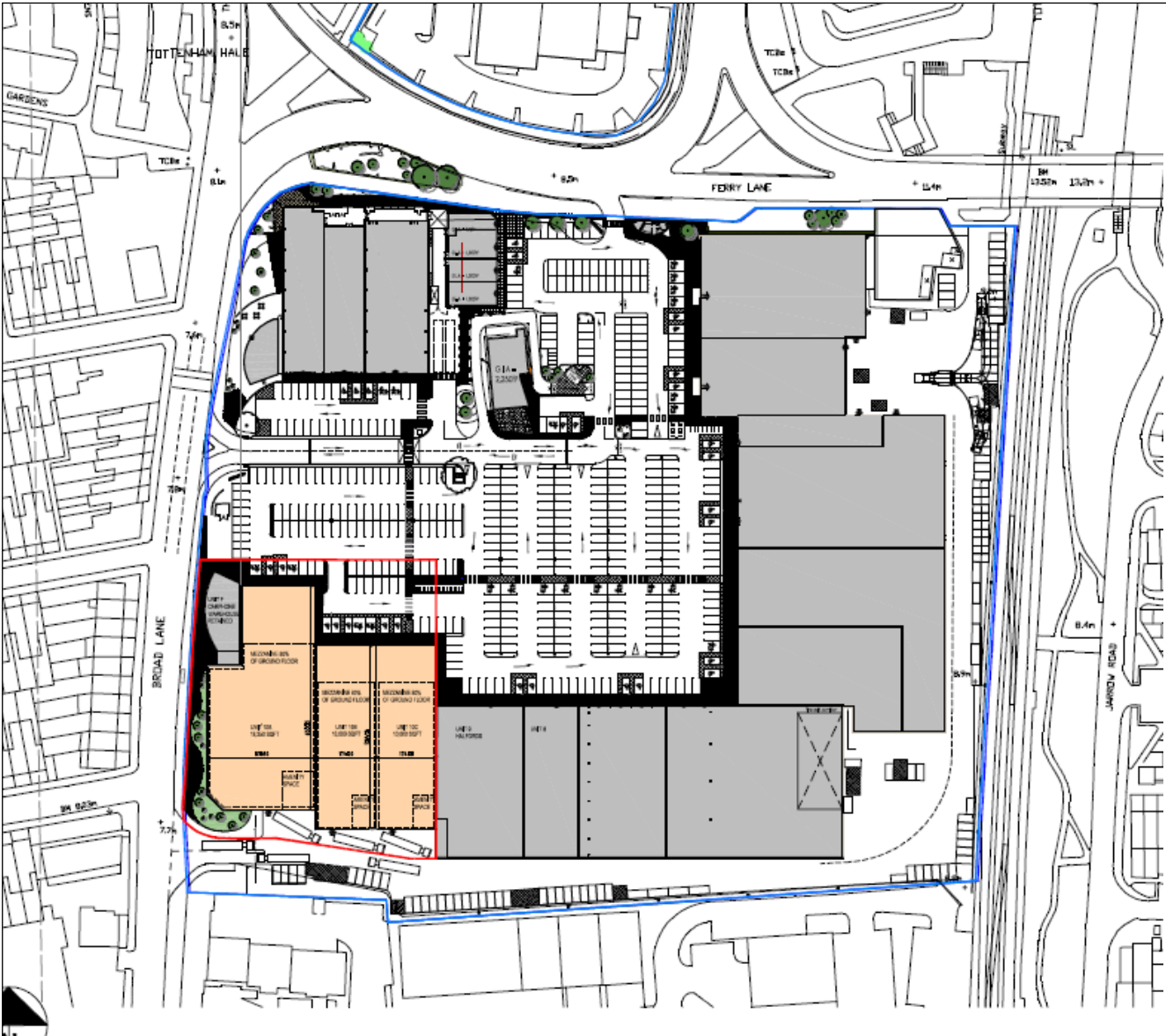
1.0 SITE LOCATION PLAN



2.0 IMAGES AND PLANS



Proposed site Plan





3.0 SITE AND SURROUNDINGS

- 3.1 The site is formed of the existing Unit 10 (B&Q) and adjacent garden centre, together with small part of the car park immediately to the north, and lies within the Tottenham Hale Retail Park. Unit 10 (B&Q) is currently 35,037sqft (3,255sqm GIA) excluding the garden centre of 12,400 sq.ft. (1,152 s.qm.) and first floor ancillary offices. It is located on the south west boundary of Tottenham Hale Retail Park, bounded by Broad Lane to the east. The Retail Park is typical of its time and contains a number of major retail outlets in 'big box' style units arranged around a central car park. More recent developments in the retail park have introduced smaller convenience and food outlets at the north western parts of the Retail Park. The site is located in Flood Zone 2.
- 3.2 The Tottenham Hale area is currently dominated by the gyratory road system and public transport interchange. Both of these are undergoing major improvement work including converting the existing gyratory system back to two-way traffic operation to ease congestion and improve the urban realm, and the delivery of a new integrated bus station and Station Square, which will enable better interchange between public transport modes. These works are scheduled to be completed by December 2014.
- 3.3 The application site is designated as an Opportunity Area in the London Plan and forms part of the Council's 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.

4.0 PROPOSAL DESCRIPTION

- 4.1 The development proposed involves the partial redevelopment of Tottenham Hale Retail Park. This will comprise the demolition of Unit 10 (B&Q) and its adjacent garden centre to provide three new retail units with 80% cover mezzanines and reconfiguration of part of the existing car park. Unit F (Carphone Warehouse) will be retained. The net increase in gross A1 retail floorspace would be 35,793 s.qft. (3,325 s.qm.)
- 4.2 The proposal would not increase the height of the buildings which remain at 10 metres as existing. There would be an extension with a width of 10 metres and a depth of 42 metres. The proposal would bring part of the unit back some 18 metres from the frontage of the existing building to create an 'L' shaped unit and provide 16 additional parking spaces. The proposal also includes alterations to the access onto Broad Lane to allow access and egress when Broad Lane is returned to 2 way traffic as part of the wider gyratory project.

5.0 PLANNING HISTORY

5.1 Planning Application History

- 5.1.1 The wider retail park has been subject to a range of applications for minor works including signage and advertising and more recently the redevelopment of existing units.
- 5.1.2 The relevant Planning History for this site is summarised below:
- 5.1.3 Tottenham Hale Retail Park was granted permission on appeal (ref OLD/1988/1252, later given the new reference of HGY/34679) in November 1987. The Secretary of State imposed a number of conditions including:
The floorspace devoted to shopping purposes shall not exceed 180,000 s.qft. GEA
No retail warehouse should be subdivided to create a unit of less than 10,000 s.qft.
- 5.1.4 The permission was in outline only and simply established the principle of retail development. Reserved matters applications pursuant to this permission were never submitted. The retail park (Units 1-10) was later built out under a new full planning permission (LBH ref OLD/1989/0122, later given the new reference of HGY/37540) granted on 18 October 1988 for:
The erection of a retail warehouse park comprising 7 retail units (175,000 s.qft.), two restaurants and small retail shop (10,000 s.qft.), and garden centre
- 5.1.5 The later full planning permission effectively supersedes the outline permission, as it is a full rather than reserved matters application and therefore stands on its own. The conditions attached to OLD/1988/1252 do not, therefore, apply.
- 5.1.6 As no conditions were attached to OLD/1989/0122 restricting the range of goods that may be sold from the seven retail units and retail shop, or the ability to sub-divide or combine the units, the existing B & Q unit has an open and flexible A1 permission.
- 5.1.7 Recent applications for the retail park of note are:
HGY/2006/2336 GTD 26-02-07 Erection of Management Suite, four small retail (A1) units, 2 small units for retail (A1) or restaurant/cafe (A3) purposes, one unit for restaurant/cafe (A3) purposes (relocation of existing Burger King unit), enlarged garden centre, electricity substation, revised car parking, circulation and hard and soft landscaping layout.

5.2 Enforcement History

- 5.2.1 A search revealed there is no 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
- 2 Ensuring the vitality of town centres
- 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
- 2.15 Town Centres
- 2.16 Strategic outer London development centres
- 4.1 Developing London's economy
- 4.7 Retail and Town Centre Development
- 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;
- 6.1 Strategic approach
- 6.3 Assessing effects of development on transport capacity
- 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
- 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

6.4 Haringey Unitary Development Plan, 2006

UD3: General principles

UD7: Waste Storage

TCR2: Out of Town Centre Development

M10: Parking for development

6.5 Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements

SPG4 Access for All – Mobility Standards

Sustainable Design and Construction 2013

Tottenham Hale Urban Centre Master Plan 2006

7.0 CONSULTATION

- 7.1 A formal planning pre-application meeting were held with Council Officers on 19/11/2012. Following the submission of the application a site notice was displayed outside the site to publicise that a planning application has been lodged. 243 local properties were consulted, of the responses received 4 were in objection and 1 was in support.
- 7.2 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.
- 7.3 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments up until the Planning Sub-Committee meeting. Any additional comments will be reported to the planning sub-committee.

7.4 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 • Economic Regeneration 	<ul style="list-style-type: none"> • Thames Water • Metropolitan Police Designing Out Crime Officer • Environment Agency • Transport for London • London Fire Brigade • Tynemouth Area Residents Association <p>243 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 additional retail floorspace

8.2.1 London Plan Policy 2.13 and Local Plan Policy SP1 identify Tottenham Hale as an Opportunity Area and Growth Area where development will be promoted. The Tottenham Hale Urban Centre Master Plan 2006 Supplementary Planning Document sets out the Council’s vision for the area and aims to create a thriving, sustainable urban centre with new homes and jobs. The Council has recently ratified a refresh of the Masterplan as part of the Strategic Regeneration Framework which states the vision for Tottenham Hale Retail Park is a shift away from ‘big box’ retail towards a District Centre that would offer a wider range of shops and amenities to the local community.

8.2.2 In respect of the new retail development, Local Plan Policy SP10 states that the Council will promote and encourage development of retail within its town centres according to the borough’s town centre hierarchy. It goes on to identify centres which make up that hierarchy. Tottenham Hale is excluded from that hierarchy but the Policy states that given the existing scale, role and function and mixed use development which are currently taking place at Tottenham Hale there may be potential to designate Tottenham Hale Urban Centre as a new district centre (sic). Paragraph 5.3.53 of the Local Plan states that as set out in the Tottenham Hale Urban Centre SPD, the site offers an opportunity to expand the retail offer in the area, particularly comparison shopping, and improve the frontage onto Ferry Lane, it is the

Council's intention to designate Tottenham Hale as a District Centre over the life of the Local Plan. Therefore although there are long term ambitions for Tottenham Hale to become a District Centre it does not currently fall within a designated Town Centre.

8.2.3 Considering the proposal as out of town retail development Policy 4.7 of the London Plan and UDP Saved Policy TCR2 require, the proposal to demonstrate that:

- a) there is a need and the sequential approach as advocated by Government guidance has been appropriately applied
- b) it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres;
- c) the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected;
- d) it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot; or
- e) the proposal complies with an adopted Planning Framework.

In order to ensure that the proposal does not adversely affect nearby centres it may be necessary to impose conditions to control:

- f) the range of goods and services within the proposed unit; and
- g) the subdivision or merger of the proposed unit.

8.2.4 The current Government Guidance is contained within the NPPF paragraph 26 which states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m). This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

8.2.5 The applicant has provided a retail statement which has identified a range of potential alternative sites for the proposed retail units and none of them meet all the criteria of being suitable, available and viable. The statement concludes that any adverse town centre impacts will not be significant and there is considered to be no risk to any proposed investment in nearby centres. It also concludes that any adverse impact on the vitality and viability of those centres will be limited, as the proposed units will largely continue to perform a complementary role to the retail park.

8.2.6 The initial retail statement assumed that the net additional floorspace proposed would be used for the sale of comparison goods however, although the existing B&Q unit has an open A1 permission, officers raised concerns that the sale of convenience goods should be assessed and restricted. Officers requested that further evidence be provided to demonstrate that there will not be a significant adverse impact. The revised assessment of trade diversion coupled with the previous assessment of the vitality and viability of nearby centres concludes that any adverse town centre impacts will not be significant and pose no risk to any proposed investment in nearby centres.

- 8.2.7 Furthermore in light of proposed and current development aspirations for Tottenham Hale and its potential conversion into a district centre the applicant's proposal for an increase in convenience retail floorspace is acceptable as it will cater for the additional demand generated by the regeneration and development of the area. This contention is supported by the Haringey Retail and Town Centres Study 2013 which states that if emerging plans for the area come forward that the existing centres within the east of the borough would not be able to fully serve the opportunity area.
- 8.2.8 It is therefore considered that the proposal has adequately demonstrated that there is a need for the development and the sequential approach has been appropriately applied and it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres. In accordance with London Plan Policy 4.7, Local Plan Policy SP10 and Saved UDP Policy TCR2.
- 8.2.9 However as set out in Saved Policy TCR2 in order to ensure that the proposal does not adversely affect nearby centres conditions are considered to be necessary to control the range of goods and services within the proposed unit; and the subdivision or merger of the proposed unit. The applicant has agreed to a condition limiting the total net sales area of the retail floorspace to 5,264 s.qm. and that no more than 2,340 s.qm. of the total net sales area shall be used for the sale of convenience goods in order to ensure the proposal would not adversely affect nearby centres.

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 and address unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes.
- 8.3.2 The applicant has agreed to the principle of ensuring jobs for local people in construction of the development by working with the Haringey Employment Delivery Partnership. A financial contribution has been agreed to provide a workplace coordinator in accordance with the Council's Planning Obligation Code of Practise. These are captured by a Section 106 legal agreement.
- 8.3.3 Overall, the proposed development will create additional employment opportunities and contribute towards the regeneration aspirations of the Tottenham Hale Masterplan area 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 and Layout

- 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 aims to create an urban centre at Tottenham Hale with strong, active edges providing a varied retail offer for both existing and new communities in the area. It will also seek to carve out an identity for the urban centre as a major destination within the context of London. The Masterplan refresh gives further guidance on design and states that there should be active retail frontage along key pedestrian routes within the site and surface parking areas away from main pedestrian routes towards the east side of the site. The main vehicle access point for visitors and deliveries should be from Broad Lane.
- 8.4.3 The proposed layout shifts the built footprint south and west from the existing B & Q and concentrates the development by reducing the overall footprint but providing 2 stories of retail space by way of mezzanines. This is broadly in accordance with the Masterplan for the area which seeks to provide perimeter blocks around the boundaries of the current Retail Park. It is acknowledged that the Masterplan proposes the majority of new retail being concentrated closer to the station as part of a mixed use development and the southern part of the Retail Park remaining in situ until this larger scale development takes place. However given that the proposal goes some way to provide a shift away from 'big box' retail towards a District Centre through smaller units, improved access onto Broad Lane and it would not prejudice the delivery of the Masterplan in the long term, it is considered to be in accordance with the aims of the Masterplan and acceptable in this instance.
- 8.4.4 The proposed design will reflect the broad design of the existing retail park in terms of form, materials and colour to provide a coherent appearance across the site. The design would be similar to other recent upgrades of the existing units within the retail park incorporating a louvered feature above the entrances and on the Broad Lane frontage. The main elevations will have greater areas of glazing than the other units with the Retail Park. The materials have been selected to match the existing materials used across the site with the walls clad in a sand coloured terracotta block, and above this, silver colour flat metal panels with contrasting flankings and trims. The design will provide significant improvements to the Broad Lane frontage which currently accommodates the B & Q garden centre which presents a blank facade of tall fencing, netting and storage and does little to animate the street. The proposal would move the built form closer to the footpath and will have two large areas of glazing to create a more attractive outlook onto Broad Lane and enliven the street scene. An area of landscaping will be provided between Broad Lane and the proposed development and a condition has been attached requiring further details to be provided to ensure that this would be of a suitable quality and will enhance the Broad Lane frontage.
- 8.4.5 Overall, although the proposed design is not strictly in accordance with the Masterplan, it would improve the visual appearance of this part of the retail park, particularly the elevation onto Broad Lane by providing active frontage. As such the design is considered to be of sufficient quality to enhance the visual amenity of the area 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

- 8.3.6 London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.
- 8.3.7 The proposed design has been developed in consultation with Metropolitan Police's Designing Out Crime Officer who commented that the main issue with the current building is the rather 'dead' side elevation and the lack of overlooking from the elevation into the retail park and car parking. He advised that the current proposal for increasing natural surveillance along the front and side windows will go a long way to addressing this issue and is good design. He noted that CCTV and lighting have been thoroughly considered and therefore he raises no objections to this application.

Accessibility

- 8.3.8 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places; and that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.
- 8.3.9 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. The proposal includes among others the following accessibility measures; the main entrance threshold will not exceed 15mm in height. A fully compliant unisex wheelchair disabled WC will be provided on the ground floor. The fire escapes will be suitable for wheelchair use and set flush with the adjacent external levels. Provision is made for future lift installations by tenants to each unit. 10% of the car parking spaces will be disabled parking bays and have been provided close to the main entrance.
- 8.3.10 It is considered that the applicant has demonstrated that the new development has been 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.

8.4 Transport

- 8.4.1 Local Plan Policy SP7 states that in line with the London Plan, the Council will work with its partners to promote travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by minimising congestion and addressing the environmental impacts of travel by promoting public transport, walking and cycling.
- 8.4.2 The Council's Transportation Team has been consulted, it advises that the site is located in an area with a high public transport accessibility level (PTAL of 6) and is within easy walking distance of Tottenham Hale Underground, Rail and Bus Station. It advises that the changes to Tottenham gyratory will affect the retail park in that, the Ferry Lane access point which currently operates as exit only will be converted to entry and exit, the Broad Lane access will remain as it currently operates as access

and egress with the addition of a right turn movement which will now be possible post the conversion to two-way operation.

8.4.3 It advises that the forecasted trip rate generated by the site is based on traffic generation from the existing retail park. The proposed increase in the retail floor area of some 2,562 s.qm. is predicted to generate an additional 100 two-way vehicular trips during the Sunday peak periods, and some 54 two-way additional vehicular trips during the weekday evening periods. This is based on the development being used for A1 non food retail and divided into 3 units. Given that the applicant may use the development for A1 food retail; the Transportation Team has considered the scenario where the existing B&Q Garden Centre 3,875 s.qm. is used for A1 food retail. Based on the following sites from the TRAVL trip forecast database: Co-op High Road Waltham Forest, Sainsbury's Wandsworth Road, Marks and Spencer Purley; Safeway Chalk Farm and Sainsbury's Hall Lane Waltham Forest; the proposed development will generate the following vehicular trips: 74 in/out movements in the Am peak, 125 in/out movements in the inter-peak, 115 in/out movements in the evening peak period and 258 in/out movement during the Saturday peak period.

8.4.4 It advises further that the above trips do not take into account the existing trip generated by the existing B&Q store; when these trips combined with the "linked trips" (drivers visiting more than one store) are discounted the development proposal would generate the following vehicular trips: 28 in/out trip during the morning peak period, 55 in/out trips during the inter peak period, 54 in/out trips during the pm peak periods and 91 in/out trips during the Saturday peak period. It notes that the applicant has also provided a retail impact assessment which looked at the distribution of the generated trips across the network. The results of the retail impact assessment suggest that the largest percentage of food retail trips are likely to be diverted from the Sainsbury's at Northumberland Park followed by Tesco Seven Sisters. The proposed increase in trips generated by the non food retail proposal has been modelled using TfL's existing VISSIM gyratory model. The result of the modelling has concluded that the proposed increase in trips during the critical peak periods will not have any measurable impact on the local highways network. The food retail element of the proposal has not been modelled as the increases in trips generated are not significantly different when compared to the non food retail proposal, combined with the fact that the trips are distributed across a large area, the impact of the proposal would be localized to the site entrances only. The traffic generated from the food retail development on the access has been modelled; the results conclude that the proposed development would not have any significant impact on the highways network.

Access

8.4.5 The Transportation Team has requested that an additional exit lane from the retail park is added to the Broad Lane egress. This has been incorporated as part of the proposal as per Drawing 120869/A/02. The additional exit lane will ensure that traffic turning right out of the development will not block traffic exiting to the left. These works will be secured by way of a condition.

Parking

8.4.6 The Transportation Team advise that the applicant has conducted parking studies, and parking accumulation calculations of the existing car park based on the

proposed use as A1 food retail, the results of the studies concluded that during the peak demand for parking (Saturdays and Sundays) all the zones in the car park with the exception of Zone 1 have spare capacity. In addition the applicant has proposed providing an additional 16 car parking spaces and 10 additional cycle parking spaces. It is noted that the parking proposed is below that required by Haringey saved UDP Policy M10 (64 car parking spaces). However the Transportation Team consider that the applicant has demonstrated that there is spare parking available on site during the peak operational periods, combined with the fact that this site is in an area with a high public transport accessibility level the Transportation Team consider that the level of parking proposed broadly complies with Haringey's Local Plan Policy SP7 which seeks to reduce trips by car and promote travel by sustainable modes of transport; SP4 An Environmentally Sustainable Future and SP1 Managing Growth.

Travel Plan

- 8.4.7 The applicant has submitted a draft travel plan and will be submitting a full travel plan 3 months after the development has been occupied. The implementation of the travel plan will be secured by a S.106 agreement and will be monitored for a period of no less than 5 years.

Cycling and walking

- 8.4.8 The proposals include a replacement cycle stand adjacent to the new units which will accommodate 24 cycles. As such this will constitute an additional 10 spaces and therefore comply with the Council's standards. To promote travel by sustainable modes of transport to and from the site, in particular by bicycles the applicant will be required to make a contribution of £20,000 (twenty thousand pounds) towards improving the cycling and walking infrastructure within the vicinity of the site.
- 8.4.9 Overall it is considered that 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 in accordance with Local Plan Policies SP4 and SP7 and Saved UDP Policy M10.

8.5 Flood Risk and Drainage

- 8.5.1 The site lies in Flood Zone 2 (medium possibility) which is assessed as having at least a 1 in 100 annual probability of flooding. The NPPF, London Plan Policy 5.12 and Local Plan SP5 advise that the Council will only consider development appropriate in areas at risk of flooding where accompanied by a site-specific Flood Risk Assessment. The NPPF Technical Guidance identifies the proposal as 'less vulnerable' which is appropriate in Flood Zone 2 and a site-specific flood risk assessment has been provided.
- 8.5.2 The Environment Agency has been consulted and raises no objections to the proposals and refers the Council to its standing advice. 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.

8.5.3 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 appropriately flood resilient and resistant the proposal is considered acceptable in terms of flood risk.

8.5.4 In this respect the Flood Risk Assessment provided notes that during a 1 in 100 year plus climate change flood event the lowest level within the site remains elevated a minimum of 0.55 m above this flood level and therefore the site would not become inundated with water. The proposed floor levels are therefore considered acceptable to provide an appropriately flood resilient and resistant the proposal. The flood risk assessment also notes that safe egress from the site would be provided along Broad Lane.

8.5.5 Overall the proposal is acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant, including safe access and escape routes. The proposal therefore complies with Local Plan SP5 London Plan Policy 5.12 the NPPF.

8.6 Energy and Sustainability

8.6.1 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 (57.97%) 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 statement 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 10 sq.m. of solar PV panels. Altogether these measures contribute a 3% carbon emissions savings. The application sets out that it is not possible to commit to further measures at this stage given that the end user is not currently known.

8.7.4 Given the nature of the proposal it is unlikely to meet the 40% carbon dioxide reduction target but conditions will be attached to ensure that a connection between the plant room and property boundary is safeguarded to allow future connection to a decentralised energy network, that a further energy statement is provided demonstrating that the proposal will incorporate a reasonable level of carbon dioxide reduction in line with the Policy 5.2 of the London Plan and a final BREEAM certificate is issued confirming the building would achieve at least Very Good in line with Policy SP4.

8.7 Impact on neighbouring properties

8.7.1 The London Plan 2011 Policy 7.6 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.

8.7.2 Concerns have been raised by local residents that the proposal could impact on their amenity through an overbearing appearance, loss of daylight or overshadowing. The residential properties most likely to be affected are those on Broad Land to the west of the site. The proposed development would not increase in height but would extend some 10 metres towards Broad Lane. It would be approximately 25 metres from the nearest residential development and would not break a 25 degree line from the ground floor windows at the properties on Broad Lane. The extensions to the retail unit would largely replace the existing garden centre which has fencing and materials to the same height as the proposed retail units. Therefore overall it is considered that the proposal would not have a significant impact on the amenity of neighbouring properties.

8.12 Waste

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

8.12.2 In this respect the applicant's sustainability statement sets out that a site waste management strategy will be implemented in accordance with the waste hierarchy. Following construction the proposal has been designed with a refuse and recycling storage area in the service yard to the rear of the building. The Council's Waste Management Team has been consulted and raises no objections. A condition has been attached requiring further details of the waste and recycling facilities and the provision of a site waste management plan prior to the commencement of works on site to comply with Local Plan Policy SP6.

8.13 S106 Planning Obligations and Community Infrastructure Levy (CIL)

8.13.1 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.

8.13.2 *Local Employment and Labour*

Local Employment through the Haringey Employment Delivery Partnership

8.13.3 *Transportation*

£20,000 towards improving cycle infrastructure in the local area

£3,000 for travel plan monitoring

8.13.4 *Implementation and Monitoring Costs*

£1556.875 (5% of overall s106 value)

8.13.6 *Mayoral Community Infrastructure Levy (CIL)*

Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £116,375 (3,325 sq.m x £35).

9.0 CONCLUSION

- 12.1 The proposal has adequately demonstrated that there is a need for the development and the sequential approach as advocated by Government guidance has been appropriately applied and it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres. Subject to the imposition of conditions limiting the level of retail floorspace used and the level of convenience floorspace. The proposed development will create additional employment opportunities and aid the regeneration of the Tottenham Hale Masterplan.
- 12.2 Although the proposed design is not strictly in accordance with the Masterplan it would provide a shift away from 'big box' retail towards a District Centre through smaller units, improved access onto Broad Lane and it would not prejudice the delivery of the Masterplan in the long term. It would improve the visual appearance of this part of the retail park, particularly the elevation onto Broad Lane by providing an active frontage. As such the design is considered to be of sufficient quality to enhance the visual amenity of the area in accordance with the Tottenham Hale Masterplan SPD.
- 12.3 The proposal is acceptable within Flood Zone 2 and would comply with the sequential and exception tests and will be appropriately flood resilient and resistant. 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. It will provide a new two way access onto Broad Lane to accommodate the removal of the gyratory scheme. It has demonstrated a reasonable level of sustainability. It would not have an adverse impact on neighbouring properties, archaeology and contaminated land. Suitable waste facilities have been provided.
- 12.4 Contributions toward employment and training, pedestrian and cycling improvements will be secured by a s106 agreement. The development will be liable for the Mayoral Community Infrastructure Levy.

12.5 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 Regional 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:

9202_PL 200 - 207 including 203 P1, 9202_PL1, 9202_PL2, HPA-786-RD-556, HPA-786-RD-553

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.

RETAIL

4. The total net sales area of the retail floorspace hereby permitted shall not exceed 5,264sqm.

Reason:

To ensure that the development would not have a harmful effect on the vitality and viability of any nearby centres and to comply with London Plan Policy 4.7, Local Plan Policy SP10 and Saved UDP Policy TCR2.

5. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Order revoking or re-enacting that Order with or without modification), no more than 2,340sqm of the total net sales area shall be used for the sale of convenience goods.

Reason:

To ensure that the development would not have a harmful effect on the vitality and viability of any nearby centres and to comply with London Plan Policy 4.7, Local Plan Policy SP10 and Saved UDP Policy TCR2.

CONSTRUCTION MANAGEMENT PLAN AND CONSTRUCTION LOGISTICS PLAN

6. 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 Broad Lane and Ferry Lane and the road surrounding the site is minimized. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods. The plans must also include measures to safeguard and maintain the operation of the adjacent bus stand.

Reason:

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

SERVICE AND DELIVERY PLAN

7. The applicant is also required to submit a service and deliver plan (DSP)

Reason:

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

ELECTRIC VEHICLES

8. A revised parking layout is submitted with electric charging points included in line with the 2011 London Plan requirements (10 per cent of all spaces must be for electric vehicles with and additional 1 per cent passive provision for electric vehicles in the future.

Reason:

In order to comply with the London Plan and reduce carbon emission.

HIGHWAYS ACCESS

9. No development hereby approved shall be occupied until such time as the highways scheme as per Drawing 120869/A/02 has been implemented.

Reason:

To ensure easy egress from the car park once the Broad Lane has been converted to two-way operation.

CYCLING PROVISION

10. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 24 cycle parking spaces for users of the development, have been installed in accordance with the approved details. 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.

SITE WASTE MANAGEMENT PLAN

11. 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.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

12. 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

13. 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

14. Prior to the occupation of the development hereby the applicant shall provide a further energy statement in order to demonstrate compliance as far as possible with London Plan Policy 5.4. The development hereby permitted shall be built in accordance with the approved energy statement 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 5.4 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

BREEAM

15. 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 reduction in carbon dioxide emissions is maximised 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.

FUTURE PROOFING

16. Prior to occupation of the development hereby approved, 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.

SUSTAINABLE DRAINAGE

17. 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.

LANDSCAPING

18. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason:

In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

WASTE STORAGE

19. 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.

LIGHTING SCHEME

20. No development shall take place until details of the external lighting has been submitted to and been approved in writing by the Local Planning Authority.

Reason:

In order to safeguard the amenities of adjoining residential occupiers

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 £116,375 (3,325 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: Thames water

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

INFORMATIVE: 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: Waste Storage

The applicant is advised that in relation to condition 14 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. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. 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. The additional unit space being proposed will possibly result in the increase of waste being generated from the site. As such the current refuse storage and collection arrangements may need to be reviewed. The attached proposal does not make any mention on what effect the proposed development will have on waste storage and collection and if there is currently enough capacity for any proposed increase in development. It is a legal requirement for businesses to ensure adequate lawful arrangements for the storage and collection of waste are in place. Failure to have adequate measures in place is an offence contrary to the Environmental Protection Act 1990.

INFORMATIVE: District heating

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

INFORMATIVE: Health & Safety

The applicant is advised that the new retail area that is being built will require the traffic route for pedestrians and vehicle movements to be separated for safe pedestrian access to and from the car park to prevent the risk of injuries. Clearly visible signs and safety markings are therefore required. A revised written Risk Assessment is also required to include the use of the Car Park and identify any changes in the use of the premises and any significant hazards. The Building Designer will need to consider and take into account the adjacent premises that may be affected by the reduction of available natural light and further consider if there will be an impact.

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 proposed site is bounded by Ferry Lane and the A10 Broad Lane which forms part of the Transport for London Road Network (TLRN). The site is located in an area with a High public transport accessibility Level (PTAL of 6) and is within easy walking distance of Tottenham Hale Underground, Rail and Bus Station. The entire road network which forms the Tottenham gyratory is currently being converted to two-way operation. The High Road and Monument Way sections of the gyratory phase one and two of the projects have been converted to two-way operation; the other phases are currently being implemented, and will be fully implemented by October 2014. The changes to the network will affect the retail park in that, the Ferry Lane access point which currently operates as exit only will be converted to entry and exit, the Broad Lane access will remain as it currently operates as access and egress with the addition of a right turn movement which will now be possible post the conversion to two-way operation.</p> <p>The applicant is proposing to redevelop the existing B&Q unit some 4,407 sqm (3,255sqm ground floor and mezzanine and 1,152 sqm of gardens spaces) to form 3 retail to be use for non food retail, the proposed units will increase the existing floor area by some 2,565 sqm. The applicants transport consultant Vectos has forecasted the trip rate likely to be generated by the site based on traffic generation from the existing retail park. The proposed</p>	Noted. Conditions, informatives and legal agreement attached as recommended.

No.	Stakeholder	Question/Comment	Response
		<p>increase of some 2,562 sqm floor area will generate an additional 100 two-way vehicular trips during the Sunday peak periods, and some 54 two-way additional vehicular trips during the weekday evening periods. This is based on the development being used for A1 non food retail and divided into 3 units.</p> <p>The applicant has also considered the possibility of using the proposed development for A1 food retail; hence we have also considered the scenario in which the existing B&Q Garden Center 3,875 sqm is used for A1 food retail. Based on the following sites from the TRAVL trip forecast database: Co-op High Road Waltham Forest, Sainsbury's Wandsworth Road, Marks and Spenser Purley; Safeway Chalk Farm and Sainsbury's Hall Lane Waltham Forest; the proposed development will generate the following vehicular trips: 74 in/out movements in the Am peak, 125 in/out movements in the inter-peak, 115 in/out movements in the evening peak period and 258 in/out movement during the Saturday peak period.</p> <p>The above trips do not take into account the existing trip generated by the existing B&Q store; when these trips combined with the "liked trips" (drivers visiting more than one store); are discounted the development proposal would generate the following vehicular trips: 28 in/out trip during the morning peak period, 55 in/out trips during the inter peak period, 54 in/out trips during the pm peak periods and 91 in/out trips during the Saturday peak period. The applicant has also provided a retail impact assessment which looked at the distribution of the generated trips across the network. The results of the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>retail impact assessment suggest that the largest percentage of food retail trips are likely to be diverted from the Sainsbury's at Northumberland Park followed by Tesco Seven Sisters.</p> <p>The proposed increase in trips generated by the non food retail proposal has been modeled by consult Multimodal UK using TfL existing VISSIM gyratory model. The results of the modeling have concluded that the proposed increase in trips during the critical peak periods will not have any measurable impact on the local highways network.</p> <p>The food retail element of the proposal has not been modelled as we have considered that; as the increases in generated trips are not significantly different when compared to the non food retail proposal, combined with the fact that the trips are distributed across a large area, the impact of the proposal would be localized to the site entrances only. The generate traffic from the food retail development on the access has been modelled; the results conclude that the proposed development would not have and significant impact on the highways network. We have however requested that an additional exit lane from the retail park is added to the Broad Lane egress this has been incorporated as part of the proposal as per Drawing 120869/A/02. The additional exit lane will ensure that traffic turning right out of the development will not block traffic exiting to the left. These works will have to be secured by way of a S.278 agreement with TfL who are the highways authority for Broad Lane.</p> <p>The applicant has conducted parking studies, and parking</p>	

No.	Stakeholder	Question/Comment	Response
		<p>accumulation calculations of the existing car park based on the proposed use as A1 food retail, the results of the studies concluded that during the peak demand for parking (Saturdays and Sundays) all the zones in the car park with the exception of Zone 1 has spare capacity. In addition the applicant has proposed providing and additional 16 car parking spaces and 10 additional cycle parking spaces. It is to be note that the parking proposed is below that required by Haringey saved UDP Policy M10 (64 car parking spaces). However considering that the applicant has demonstrated that there is spare parking available on site during the peak operational periods, combined with the fact that this site is in an area with a high public transport accessibility level; we have consider that the level of parking proposed broadly complies with Haringey’s Local Plan Policy SP7 which seeks to reduce trips by car and promote travel by sustainable modes of transport; SP4 An Environmentally Sustainable Future and SP1 Managing Growth.</p> <p>The applicant has submitted a draft Travel Plan and will submitting a full Travel Plan 3 months after the development has been occupied. The travel plan must be secured byway of a S.106 agreement and must be monitored for a period of no less than 5 years. In addition, we will be seeking to promote travel by sustainable modes of transport to and from the site, in particular by bicycles. The applicant will therefore be require to make a contribution of £20,000 (twenty thousand pounds) towards improving the cycling and walking infrastructure within the vicinity of the site.</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Consequently the transportation and highways authority would not object to this application subject to the following condition:</p> <ol style="list-style-type: none"> 1) The applicant enters into a S278 agreement with Transport for London to implement highways scheme as per Drawing 120869/A/02, the scheme must be implemented before the units are occupied. Reason: To ensure easy egress from the car park once the Broad Lane has been converted to two-way operation. 1) The applicant enters into a S.106 agreement and pay £20,000 (twenty-thousand pounds towards improving cycle infrastructure in the local area. Reason: To improve facilities for cyclist and promote travel my sustainable modes of transport to and from the site. 2) A travel plan is secured byway of a S.106 agreement, As part of the travel plans, the following measures must be included in order maximize the use of public transport: <ol style="list-style-type: none"> a) The developer must appointment a travel plan coordinator for the proposed development in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of no less than five years. 	

No.	Stakeholder	Question/Comment	Response
		<p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all staff, travel pack to be approved by the Council's transportation planning team.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) for travel plan monitoring this must be secured by S.106 agreement.</p> <p>e) A revised cycle parking layout must be submitted for approval which seeks to provide cycle parking close to the proposed units.</p> <p>f) The applicant will be required to provide showers and changing facilities and lockers for staff.</p> <p>Reason: To promote travel by sustainable modes of transport and from the site.</p> <p>3) A revised parking layout is submitted with electric charging points included in line with the 2011 London Plan requirements (10 per cent of all spaces must be for electric vehicles with and additional 1 per cent passive provision for electric vehicles in the future. Reason: In order to comply with the London Plan and reduce carbon emission.</p> <p>Pre-commencement conditions:</p>	

No.	Stakeholder	Question/Comment	Response
		<p>1). 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 Broad Lane and Ferry Lane and the road surrounding the site is minimized. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods. The plans must also include measures to safeguard and maintain the operation of the adjacent bus stand.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>2) The applicant is also required to submit a service and deliver plan (DSP) Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>Informative The new development will require numbering. The applicant should contact 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>	
	Waste Management	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	Noted, condition attached requiring further details of waste management arrangements.

No.	Stakeholder	Question/Comment	Response
		<p>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. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. 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. The additional unit space being proposed will possibly result in the increase of waste being generated from the site. As such the current refuse storage and collection arrangements may need to be reviewed. The attached proposal does not make any mention on what effect the proposed development will have on waste storage and collection and if there is currently enough capacity for any proposed increase in development.</p> <p>It is a legal requirement for businesses to ensure adequate lawful arrangements for the storage and collection of waste are in place. Failure to have adequate measures in place is an offence contrary to the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Environmental Protection Act 1990.</p> <p>This part of the application has been given RAG traffic light status of RED for waste storage and collection arrangements.</p>	
	Food, Health & Safety Officer	<p>1. The new Garden Centre/Retail area that is being built will require the traffic route for pedestrians and vehicle movements to be separated for safe pedestrian access to and from the car park to prevent the risk of injuries. Clearly visible signs and safety markings are therefore required.</p> <p>2. A revised written Risk Assessment is also required to include the use of the Car Park and identify any changes in the use of the premises and any significant hazards.</p> <p>3. The Building Designer will need to consider and take into account the adjacent premises that may be affected by the reduction of available natural light and further consider if there will be an impact.</p>	Noted. An informative has been attached.
	Building Control	No comments	Noted
	London Fire Brigade	No comments	Noted
	EXTERNAL		
	Met Police Designing Out Crime Officer	I have already been consulted on the scheme by the designers and I believe the proposed changes will have a positive impact on the Retail Park.	Noted
	Thames Water	<p>Waste Comments</p> <p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to</p>	Noted. Informative attached.

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		<p>Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required.</p> <p>You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.</p> <p>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.</p> <p>Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments</p>	

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		On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.	
	Environment Agency	We have assessed this application and have identified flood risk as the only constraint at this site. You should be using our Flood Risk Standing Advice (FRSA) to determine if we need to be consulted directly on an application regarding flood risk.	Noted.
	NEIGHBOURING PROPERTIES		
	Objection		
	Flat 41 Lea Court 143 Broad Lane 5 Springfield Rd	<ul style="list-style-type: none"> • I am worried that I will be left facing even more car park space and no greenery. • I do not wish to have a unit higher than it is as it will block any view I have overlooking the trees along the canal and any sunlight coming from over the canal and marshes. • I do not wish to have my view blighted any further by more unsightly concrete, buildings and cars. • B & Q should be made to harvest their roof water and tank it to use for the garden centre watering and/or recycle for GC to avoid excess load on the water table - • The West Elevation (or Broad Lane view) lacks trees. Ideally there should be a 70 - 30% ratio of vertical green space to vertical hard construction. • A full landscape plan should be submitted, viewable on the internet and once approved 	<p>The car park will increase within the retail park but additional landscaping will be provided. The proposed extension would not be any higher than the existing buildings.</p> <p>A view is a private matter and therefore not a material planning consideration.</p> <p>Noted. A condition requiring sustainable drainage has been attached.</p> <p>A landscaping condition has been imposed and may include trees.</p> <p>As above.</p>

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		<p>checked, for the Broad Lane frontage of the building</p> <ul style="list-style-type: none"> • The plan should include named trees (preferably native) of advanced species to a minimum of 150 litres. The plan should include none invasive ground covers and evergreen/ shrubs of a low height no more than 1m. • Concerns about dust, construction vehicles, night noise during demolition and construction along with the length of time it will take to complete the works. • We believe there should also be a lighting plan proposed for the Broad Lane side preferably LED lighting to enhance the planting and building and to add to security but without too much light pollution • If gross floor space is doubling and retail sales follow then another concern is the build up of already congested traffic and parking areas 	<p>Noted.</p> <p>Conditions have been imposed to protect the amenity during construction.</p> <p>A condition has been attached requiring details of the external lighting to submitted in order to safeguard the amenities of adjoining residential occupiers</p> <p>Transport and parking is considered in section 8.4 above.</p>
	Peter Daniel B&Q Plc	<ul style="list-style-type: none"> • I would ask that the proposed extension into the goods receiving yard is carefully looked at given that this is at the entrance to the yard serving the entire estate and that this narrowing of the service yard will impact upon all retailers at this estate. • This development proposes a significant increase in retail footage at this retail park (when including the mezz floors) without a corresponding increase in parking provision. • Whilst many customers may journey to the estate on foot and by public transport the fact remains 	<p>Transportation are satisfied with the access and a condition has been imposed requiring a service and delivery plan.</p> <p>Parking is considered in section 8.4 above.</p> <p>As above.</p>

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		<p>that many of the retailers on the estate are bulky goods retailers that have customers often attend in private cars. Over the years the car park has incrementally been developed (much like the service yard) increasing the pressure on the car parking provision. This at busy times may cause congestion and a possible impact on the surrounding road network in addition to an adverse impact on the customer experience.</p>	
	Tamil Community Housing Association	<ul style="list-style-type: none"> • No opposition to the proposed development in principle. • Expansion of floor space likely to increase the traffic around the area. access to TCHA owned Community Facility Centre, might be interrupted. • Will there be any traffic management arrangement in place during and after the construction period? • Will noise and dust from construction process interrupt everyday office work, and be a Health & Safety hazard from dust to our workers and visitors? • In the planning permission document, there is no evidence of information about asbestos. Please advise on this further and steps that has been taken to prevent any health and safety hazard, should this exist. • If the new building is taller than the current building, daylight into TCHA building could be affected. • We want to ensure that the supply of telephone, electricity or water to TCHA and our community 	<p>Noted.</p> <p>Transport and parking is considered in section 8.4 above.</p> <p>Yes, a condition has been attached requiring a construction management plan.</p> <p>No, a condition has been attached requiring a construction and environmental management plan to address these matters.</p> <p>This is dealt with by other legislation.</p> <p>There will be no increase in the height of the building.</p> <p>This is not a planning matter.</p>

No.	Stakeholder	Question/Comment	Response
		facilities are not affected by the proposed development.	
	Support		
	14 Napier Road	Great to see some smaller units rather than one large unit. I think building closer to the road will create a better streetscape, as a resident of the area, I support this application.	Noted.