

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2007/1400

**Ward:** Tottenham Hale

**Date received:** 05/07/2007

**Last amended date:** N / A

**Drawing number of plans:** 1144-GAR1-099, 100 & photographs.

**Address:** Bridge over River Lee Navigation and Pymmes Brook, Hale Wharf, Ferry Lane N17

**Proposal:** Construction of a new footbridge across the River Lee Navigation and a 'green' bridge across Pymmes Brook and associated landscaping.

**Existing Use:** Waterway

**Proposed Use:** Waterway

**Applicant:** Tav Kazmi British Waterways London

**Ownership:** Private

**PLANNING DESIGNATIONS**

Blue Ribbon Network – London Plan (Table 1)

Ecological corridor (OS6)

Ecologically valuable site – metropolitan importance (OS6)

Defined Employment Area (RA) – Hale Wharf (EMP1, 2 and 3)

Lee Valley Regional Park (OS9)

SSP20 – Tottenham International

Road Network: Classified Road

UDP 2006 Archeological Imp

**Officer Contact:** Stuart Cooke

**RECOMMENDATION**

Subject to referral to the GLA, to GRANT PERMISSION subject to conditions

## **SITE AND SURROUNDINGS**

The proposed footbridge spans the River Lee navigation channel and links Hale Wharf on the east side with Millmead Road on the west. Hale Wharf is currently an industrial and warehousing location, which is subject to a redevelopment scheme promoted by ISIS. The area on the west where the bridge will reach comprises a narrow strip of the Lee Valley Regional Park, the Pymmes Brook and the towpath to the River Lee navigation. Here the area is of parkland character, edged by a twin concrete channel carrying Pymmes Brook. There is a resin bound surfaced path running north-south through the Park and a tarmac surfaced towpath running north-south adjacent to the west bank of the River Lee navigation which the bridge will link with.

## **PROPOSAL**

The proposal involves the erection of a new bridge over the River Lee linking Hale Wharf and Millmead Road.

The proposed footbridge will form part of implementing the east-west route adopted in the Tottenham Hale Urban Centre Masterplan, which has been adopted by the Council, providing access across the newly invigorated water space, and compliment future developments to the east and west of the river. Existing and emerging communities will enjoy improved access to the local green spaces at Tottenham Marshes and the wider area. The bridge is intended to form an important new landmark in this part of Tottenham as part of the revival of the existing waterway amenity running through the area.

The bridge is of a distinctive architectural design and quality and will contribute to attracting new and retaining existing local businesses. The bridge will provide a safe, efficient and fully accessible access route to new and existing business customers.

The design of the bridge has been selected through competition. An assessment panel, including eminent professionals, and the subsequent design process, has been guided by CABE and Design For London, as well as representatives of the key stakeholder groups.

## **CONSULTATION**

Ward Councillors

Lee Valley Regional Park

GOL

GLA

Environment Agency

Natural England

Thames Water

British Waterways

LB Waltham Forest  
LFCDA  
Metropolitan Police

Tottenham Conservation Area Advisory Committee  
Tottenham Hale Residents Association

Transportation  
Policy  
Design

North London Chamber of Commerce  
Landscape \Access Recreation  
CABE  
THRASH

Mr D Brenner, 20 Oval Road, London, NW1 7DJ

The applicant has undertaken consultation with key stakeholders including Lee Valley Regional Park, ISIS, Environment Agency, Lee Valley estates and this Council to agree the location of the proposed bridge and the construction constraints. In the summer of 2006 BW organised a competition to identify an organisation to design and build the new bridge. Six entries were considered. A public exhibition was held at the Welbourne Centre in November 2006 and local people asked to comment and to vote for their favourite scheme. Approximately 70 responses were submitted. Out of this process the current design was selected.

## **RESPONSES**

Environment Agency – no objection subject to conditions re:

1. details of flood storage compensation scheme
2. ecological mitigation and enhancement measures.

Transportation –

1. shared cycle/pedestrian route
2. improved mobility impaired facilities
3. drainage measures

Natural England – further information required on

1. status of local protected species, (water voles), and impact of development on them.
2. biodiversity enhancements to be included as a condition.

English Heritage – no comment

Thames Water – no objections subject to conditions re:

1. excavations

2. identification and avoidance of damage of TW facilities
3. trial holes and associated matters.

Applicant should contact TW prior to the development taking place.

## **REFERRAL**

Under the terms of the Greater London Authority Act 1999, this application has been identified as a strategic development proposal which, if this Council resolves to approve the scheme, must be referred to the Mayor under the terms of the Act. The GLA is currently preparing a Stage 1 report relating to the proposal. It is intended that this report be reported to your Committee verbally. Should this Committee resolve to grant planning permission for this development and the application is referred to the Mayor, he has 14 days in which to make his decision, unless an extension of time is agreed.

## **RELEVANT PLANNING POLICIES**

### **London Plan**

Section 5E North London Sub-Region Opportunity Area of the London Plan identifies Tottenham Hale as a well established manufacturing area, offering significant redevelopment opportunity with good public transport accessibility. Paragraphs 5.123 and 5.124 identify Tottenham Hale in particular as an area offering significant redevelopment opportunities.

Chapter 4 Section 4C of the London Plan sets out the Mayor's vision for a Blue Ribbon network of waterways throughout London. It includes the Thames, the canal network, the other tributaries, rivers and streams within London and London's open water spaces such as docks, reservoirs and lakes, as well as culverted rivers, canals and streams.

The Mayor expects proposals with the potential to affect waterways to have reference to the Blue Ribbon network policies and principles.

The River Lee Navigation is identified in Map 4C.1 of the London Plan.

### **Unitary Development Plan 2006**

The Council's new Unitary Development Plan was adopted by the Council in July 2006 following its Public Inquiry and modifications procedures. It complies with relevant national policy guidance and the London Plan. The principal policies which are relevant to this case area set out below.

## **POLICY AC2: TOTTENHAM INTERNATIONAL**

The Lea Valley and the areas linked to Stansted Airport and Central London will be improved as a key regeneration, open space and recreational corridor in North London.

There should be the creation of a new urban focus centred around Tottenham Hale Station. Development should have regard to the development framework for the area which:

- a) creates a comprehensive mixed use development including appropriate retailing, such as a small food store and development of a cinema and hotel; supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving 5,000 new jobs and a minimum of 200 new homes.

Tottenham Hale is identified as an Opportunity Area in the Mayor's London Plan and is located within the London-Stansted-Cambridge-Peterborough Growth Corridor. It provides a major opportunity to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport.

## **OS6: ECOLOGICALLY VALUABLE SITES AND THEIR CORRIDORS**

An ecologically valuable site is one that supports a range of flora and fauna considered to be of ecological value and nature conservation importance to the borough.

The ecologically designated areas of the borough make an important and a positive contribution to the diversity and richness of Haringey's flora and fauna. It is important that this diversity is protected and, where appropriate, enhanced in order to provide a rich and varied landscape and ecological foundation to Haringey.

## **OS9: LEE VALLEY REGIONAL PARK**

The Council supports the Lee Valley Regional Park Authority's proposals to increase the range and quality of leisure and amenity provision available to Haringey residents, subject to their general compliance with the policies of this plan. Specifically proposals which;

In considering any planning application adjacent to or within the Regional Park regard will be had to the provisions of the Lee Valley Regional Park Plan and care will be taken to ensure that the proposal does not impact upon the park or its immediate environments in a detrimental way.

## **POLICY UD3: GENERAL PRINCIPLES**

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

Paragraph (e) of this policy requires details of tree planting and works and soft landscaping to be submitted and considered as part of development proposals.

## **POLICY UD4: QUALITY DESIGN**

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

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

The main issues associated with the proposal are:

1. Masterplan designation
2. Design
3. Effect on the Environment and Ecology of the area
4. Accessibility

### **1. Regeneration Policy / Masterplan**

The application site falls within the Tottenham International Master Plan area and is identified as a Site Specific Proposal, (Site 22), in the emerging Unitary Development Plan. Policy AC2 "Tottenham International" sets out the policy position for this area. The aim of this policy is:

*"to ensure that Tottenham International becomes "a centre for business; the place to live", a vital and dynamic location where residents and businesses can enjoy the river valley, Lee Valley Park and excellent transport connections."*

This policy reflects the identification of the Tottenham Hale International area as a “key opportunity area” in the London Plan where higher density, intensive development should be promoted.

Schedule 1 of the Unitary Development Plan 2006 describes Site Specific Proposal 22 as aiming toward:

*“comprehensive mixed use development to include better integrated transport interchange, employment, retail, housing, leisure including the enhancement of the open space, education and community facilities.”*

The scheme represents a considerable investment into the fabric of the retail park, approximately £10 million, which conforms with the Councils recognised need to regenerate the Tottenham Hale area, improving the appearance of the area, promoting economic growth and employment opportunities and improving retail opportunity.

The new bridge fits into the masterplan framework of improving movement within the masterplan area. It will form part of the main east-west axis through the masterplan area. It will provide a new pedestrian/cycle friendly link direct from Hale Wharf to Millmead Road, the River Lee navigation towpath and the adjacent GLS site. The new bridge will provide an alternative to Ferry Lane and shifts priorities towards pedestrians and cyclists. It will ultimately allow for further improvements by tying together the many routes passing through the sit, linking the new residential developments on the east and west, the north-south towpath, ( a designated route in the National Cycle network), the Lee Valley Regional Park and onwards west to the Tottenham Hale transport interchange, Ashley Park and Down Lane park.

British Waterways London has successfully secured Growth Areas Funding (GAF Round 2) for the construction of the footbridge. In additions, this borough has also applied for GAF funding for a number of enabling and regeneration projects in Tottenham Hale, including infrastructure works on the GLS site, which incorporates the west-east route from Tottenham Hale station to the proposed footbridge.

## **2. Design**

Policies UD3 and UD4 support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

IN this case, the bridge comprises two main elements,

- i) the main span across the River Lee navigation, and
- ii) a second span across Pymmes Brook.

The proposal is designed to create an elegant, single span bridge over the River Lee navigation channel. The main span is 38 metres in width, with a steel arch inclined to one side. The tied arch enables a slender deck construction depth which, with the twinned array of slender steel stay cables,

both frame and deck maintain long views up and down the river, especially from Ferry Lane bridge.

The bridge is designed to attract and maintain a high level of usage. The bridge is 3.6 metres wide to accommodate peak flows and allow easy passage for all users. The design specifically addresses security by providing a wide, open approach from the west side with excellent views, no hiding places and good lighting. The bridge parapets are 1.4 metres tall to provide safe containment for cyclists as well as pedestrians. It is designed for people to be able to stop on and enjoy views up and down the river. The bridge has steps and ramps at either ends, the steps being accessible for reduced mobility users.

Lighting is provided as part of the design and serves both functional and decorative purposes. The bridge deck is illuminated by a continuous light source located at deck level. This throws light directly onto the walking surface with minimal vertical light spillage. The shiny stainless steel mesh forming the parapet infill will reflect this light, adding to light levels at deck level and creating a visually dynamic feature. The steel arch will be uplit from lamps mounted on the upstream edge of the bridge deck to create a feature which can be controlled to provide reduced lighting levels at out of peak times.

The second, smaller span over Pymmes Brook is a concrete platform edged by concrete planters approximately 20 metres in length and linked to the main bridge by a “green ramp” with planting on both sides.

The design of the bridge was supported through the local consultation process during the Design Competition held in 2006.

### **3. Environment / Ecology**

Section 4C of the London Plan sets out the Blue Ribbon policy of the Plan and the principles behind it. These principles seek to enhance the existing waterway provision in the capital, provide a healthy and safe mixture of vibrant and calm places, encourage appropriate waterside development particularly in regeneration areas, and protect and enhance the biodiversity and landscape value of the Blue Ribbon network. Policy 4C.22 Structures Over the Blue Ribbon Network of the London Plan requires a risk assessment to be provided detailing the extent of the potential impact on navigation, hydrology and biodiversity and any mitigation measures required.

Policies OS6 and OS9 seek to protect and enhance biodiversity and existing flora and fauna and ensure that development meets the policy requirements of the Lee Valley Regional Park Plan. This scheme has been carried out in consultation with the Lee Valley Regional Park Authority who supports the scheme.

Natural England has commented on the need to incorporate biodiversity enhancements into the scheme. They refer to the requirement under Circular

06/05 Biodiversity and Geological Conservation – Statutory Obligations and their Impact on the Planning System to examine the presence of protected species and the extent they may be affected by development. In relation to this issue, British Waterways has confirmed that, given the industrial nature of the riverbanks in this location, i.e. largely steel sheet piles and concrete panels, there is no opportunity for water voles or other protected species to exist at this location. Both Natural England and the Environment Agency also require a condition to be attached requiring a biodiversity enhancement plan to be prepared prior to the implementation of the development.

Mention is made of the possible provision of bat boxes fixed to the bridge in the sustainability checklist.

Conditions are also attached requiring satisfactory landscaping proposals associated with the development.

#### **4. Accessibility**

The bridge is fully accessible to both pedestrians, including limited mobility pedestrians, and cyclists. Ramped access is provided at both ends to a maximum gradient of 1:20.

### **CONCLUSION**

The proposal involves the erection of a new bridge over the River Lee linking Hale Wharf and Millmead Road. The proposed footbridge will form part of implementing the east-west route adopted in the Tottenham Hale Urban Centre Masterplan.

The applicant has undertaken consultation with key stakeholders including Lee Valley Regional Park, ISIS, Environment Agency, Lee Valley estates and this Council to agree the location of the proposed bridge and the construction constraints as well as a public exhibition.

The application site falls within the Tottenham International Master Plan area and is identified as a Site Specific Proposal, (Site 22), in the emerging Unitary Development Plan. The new bridge fits into the masterplan framework of improving movement within the masterplan area. It will form part of the main east-west axis through the masterplan area. The bridge is designed to attract and maintain a high level of usage.

The bridge is of a distinctive architectural design and quality and the design of the bridge has been selected through competition. The design of the bridge was supported through the local consultation process during the Design Competition held in 2006. An assessment panel, including eminent professionals, and the subsequent design process, has been guided by CABI and Design For London, as well as representatives of the key stakeholder groups.

The bridge is fully accessible to both pedestrians, including limited mobility pedestrians, and cyclists. Ramped access is provided at both ends to a maximum gradient of 1:20.

The proposal is therefore considered to meet the requirements of the appropriate policies of both the London Plan and the Unitary Development Plan 2006 and is recommended for conditional approval.

## **RECOMMENDATION**

Subject to referral to GLA, to GRANT PERMISSION

Registered No. HGY/2007/1400

Applicant's drawing Nos. 1144-GAR1-099, 100 & photographs.

Subject to the following conditions:

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

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

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

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

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and 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.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

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

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

7. No development shall take place until details of the flood storage compensation scheme have been submitted to and approved in writing by the Local Planning Authority.

Reason: to prevent the increased risk of flooding to the site and third parties.

8. To offset the loss of habitat caused by the development hereby approved, within the river corridor, a scheme for ecological mitigation and biodiversity enhancement measures shall be submitted to and approved in writing by the Local Planning Authority.

Reason: Mitigation for the proposed river crossings upon the river corridor of the River Lee navigation and Pymmes Brook.

9. Notwithstanding the details shown in the scheme hereby approved, details of physical mechanisms to assist mobility impaired and partially sighted pedestrians, such as bubble paving and other tactile surfacing, shall be submitted to, and approved in writing by the Local Planning Authority, prior to the commencement of the development hereby approved.

Reason: To ensure the adequate provision and safety of partially sighted/mobility impaired users.

**INFORMATIVE:** The applicant is advised to contact Thames Water Plc, Development Control, Asset Investment Unit, Maple Lodge, Denham Way, Rickmansworth, Herts, WD3 9SQ, tel. 01923 898072 regarding the potential effects of the development hereby approved on their apparatus.

## REASONS FOR APPROVAL

The proposed bridge has been developed and designed in line with the masterplan adopted by the Council for the regeneration of the Tottenham Hale Area. The scheme complies with the appropriate local policies in the Unitary Development Plan 2006 and the appropriate policies within the London Plan, including the policies relating to the Blue Ribbon strategy for London.