

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: Stopping up order

Ward: Tottenham Hale

Address: Tottenham Hale Station Station Road N17 9LR

Proposal: Stopping up order to facilitate installation of a row of 6 temporary retail units for A1 and A3 uses which was granted Planning Permission on 10th August 2015 for use until 31 December 2017, plus associated works.

Applicant: Transport for London

Ownership: Private/Council/Homes for Haringey

Case Officer Contact: Malcolm Smith

Site Visit Date: N/A

Date received: N/A **Last amended date:** N/A

Drawing number of plans: A-619-010, A-619-011, A-619-012, A-619-021, A-619-030, A-619-031, A-619-040, A-619-041, A-619-042, A-619-051, A-619-060, A-619-061, A-619-062, A-619-063 & A-619-064

1.1 The Council's constitution does not include delegation for stopping up orders that are made separate to the grant of planning permission. See paragraph 2.3 for future 'stopping up order' applications.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Contribution to the regeneration of the area
- Enabling development in context of implementing the planning consent

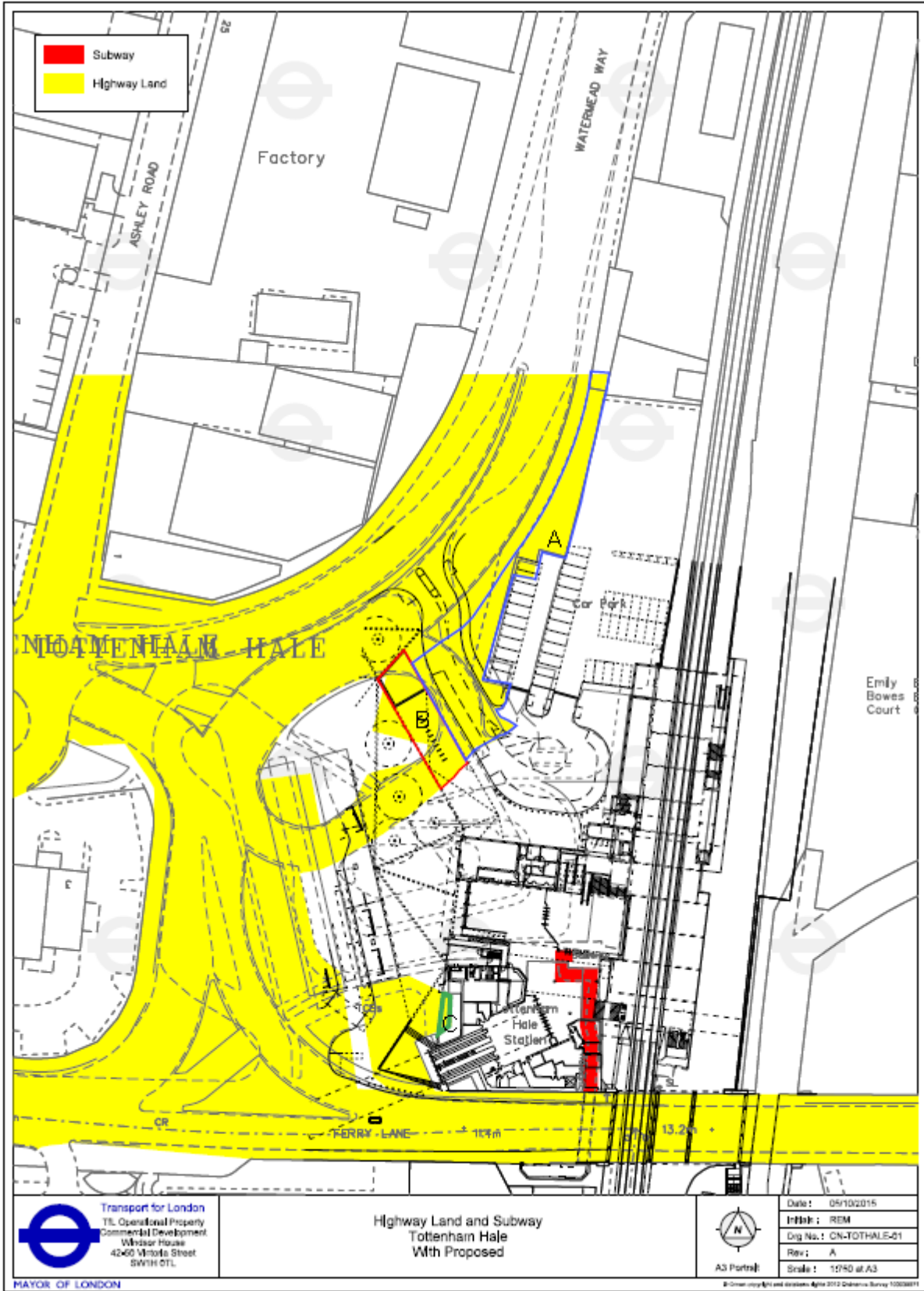
2. RECOMMENDATION

2.1 That the Committee resolve to APPROVE the stopping up order and that the Assistant Director Planning is authorised to take all the necessary steps required with (and to further sub-delegate this power), including to give notice of, deal with objections to, if objection(s) made to arrange for any inquiry, and to make with or without modifications or not to make, and give notice of accordingly, the order'.

- 2.2 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.3 This report therefore also seeks authorisation from the PSC to delegate all powers regarding the stopping up or diversion of highways in relation to development control (and the ability to further sub-delegate these powers) to the Director / AD for Planning, subject to any application which the Director/AD in consultation with the Chair considers should be referred to the PSC for determination.

Appendix One

Appendix



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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

Planning permission was granted in August 2015 for the installation of a row of six temporary retail units for A1 and A3 uses until 31 December 2017 [planning ref. HGY/2015/1737]. In order for this scheme to be implemented a stopping-up order is needed. TfL are unable to let the units as some of the land on which the units would be located is on adopted public highway. We need therefore to stop up an area of land as public highway. This is shown as area B on the plan. As the stopping up is required to implement a planning permission the relevant process is through an order under Section 247 of the Town and Country Planning Act, 1990.

3.2 Site and Surroundings

The site is located in the northern part of the Tottenham Hale station forecourt, adjacent to the existing bus driver facility. This would replace the existing cycle racks.

The site is located on land in the northern part of the Tottenham Hale Station forecourt, facing onto Cygnet Way adjacent to the existing bus driver facility. The site is referred to as Station Square in the Tottenham Hale Masterplan. The site is generally fairly open in character with the canopied bus shelters as prominent additions. There is some retail function adjacent to the Station building and the Tottenham Hale Retail Park is adjacent to the west.

The small access road of Cygnet Way is used as a taxi waiting area and access to the car park to the north. The site is within Flood Zone 2 (Medium Risk), according to the Environment Agency (EA) Flood Map.

3.3 Relevant Planning and Enforcement history

Planning permission was granted in August 2015 for the installation of a row of six temporary retail units for A1 and A3 uses until 31 December 2017 [planning ref. HGY/2015/1737].

4.0 Planning Background

The principle of the planning proposal was accepted because the additional retail floorspace created would constitute only a relatively small increase in the context of the overall centre and the risk that it would undermine the town centre hierarchy or viability of other centres is low. Given that 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 the principle of this extension, albeit in an out of town centre, was considered to be acceptable.

The Transportation team considered that the proposed temporary development will not adversely affect the flow of traffic or car parking demand on the adjoining highway network.

The scheme does not have an impact on the Highway Network and it contributes to the regeneration of the area and as such should be facilitated to go ahead.

5.0 Stopping up considerations and process

Some of the land on which the units would be located is on adopted public highway and as such it is necessary to stop up an area of land which is public highway. As the stopping up is required to enable and implement a planning permission (HGY/2015/1737) the relevant process is through an order under Section 247 of the Town and Country Planning Act, 1990.

The stopping up process requires the Council to issues a notice in the local press and the London Gazette, gives notice to any statutory undertaker affected as well as erecting a site notice detailing the draft order. There is a minimum of 28 days for representations to be received. If there are objections the Council will be required to consider these. If these objections are unresolved the Council is required to notify the Mayor of London and cause a local inquiry to be held, unless the Mayor considers it unnecessary. If there are no objections then the draft order is confirmed and the stopping up takes place.

6.0 RECOMMENDATIONS

See Section 2