

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2016/2573**Ward:** Northumberland Park**Address:** White Hart Lane Railway Station White Hart Lane N17 8HH

**Proposal:** Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Peshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

**Applicant:** Rail for London Ltd**Ownership:** Transport for London**Case Officer Contact:** Gareth Prosser**Site Visit Date:** 22/06/2016**Date received:** 02/08/2016 **Last amended date:** N/A

**Drawing number of plans:** 615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401, 615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

**1.1** This application has been brought to committee because it is major development

**1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project as well as other projects such as the White Hart Lane Public Realm Improvement scheme.
- In terms of accessibility, the station enhancement project will be transformative and provide a more legible, generous, less congested and step free route from street to platform level.

- The design and appearance of the proposal is acceptable
- The proposed development would respect the character of the area and not harm the Conservation Area
- The application is in accordance with the development plan

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission, subject to the Council not being directed to refuse the application following referral to the Mayor, and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives
- 2.2 That, following completion of the agreement(s) referred to in resolution (2.1) planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.3 That delegated authority be granted to the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Refuse and Waste Storage
- 5) Demolition and Construction Management Plan
- 6) Signage Strategy
- 7) Pollution 1
- 8) Considerate Constructors Scheme
- 9) Arboricultural Method Statement
- 10) Local Labour
- 11) Details of the Ultra Low NOx boilers
- 12) Contamination 1
- 13) Contamination 2
- 14) Air Quality and Dust Management Plan
- 15) Air Quality
- 16) Demolition and Construction
- 17) Drainage
- 18) Landscaping
- 19) Architect

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

#### 2.4 Legal Agreement Heads of Terms:

- 1) Section 278 Agreement under the Highways Act 1980 to implement the highways works on White Hart Lane and Love Lane which forms part of the Public Realm/Highway.
- 2) Section 8 Agreement under the highways act 1980 for the long-term maintenance of the section of highways which form part of the TFL rail operational land.
- 3) S. 72 agreement for the dedication of land on Penshurst Road to form part of the adopted footways to be maintained at public expense in the future.
- 4) S.247 under the Town and Country planning act 1990 for the stopping Up of land which has been identified as adopted highway, which is required to construct the new access to the station.

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### **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **Proposed development**

- 3.1 This is an application for works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Peshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

#### **Site and Surroundings**

- 3.2 The site is located on the eastern side of the borough and the proposed development is within the High Road West regeneration area. The station is part of a raised railway embankment that runs parallel and to the west of Tottenham High Road, providing connections to Enfield Town and Cheshunt to the north and Liverpool Street to the south. This embankment separates the residential community along Peshurst Road to the west from those along Love Lane to the east.
- 3.3 The embankment itself is characterised by its vaulted brick platform arches constructed as part of the Stoke Newington and Edmonton Railway in 1872, though these are partially obscured from view by perimeter walls and adjacent structures dating predominantly from the 20th Century. It also incorporates the former station building on its eastern side, which while no longer in use as part of the operational railway, is a building of architectural and historic quality and is typical of a group of similar stations located along this line including those at Bruce Grove and Edmonton Green.
- 3.4 The two main thoroughfares in the vicinity of the station are Tottenham High Road which is located approximately 200m to the east and White Hart Lane which forms the northern perimeter of the proposed development site.
- 3.5 The site is located within the North Tottenham Conservation Area and the station also forms a group with the locally listed building of interest on the north side- No. 52. This is a detached two-storey house built as the Station Master's house following the opening of White Hart Lane station in 1872.

#### **Relevant Planning and Enforcement history**

- OLD/1960/1032 GTD 15-06-60 White Hart Lane Station White Hart Lane The extension of existing platform.
- OLD/1961/1082 GTD 10-07-61 White Hart Lane Station White Hart Lane The formation of a pedestrian exit to White Hart Station.

- OLD/1978/1562 GTD 08-02-78 White Hart Lane Station White Hart Lane 12/12/77 Erection of new booking hall on site of existing.
- PRE/2016/0240 White Hart Lane Railway Station White Hart Lane London Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 35 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

#### **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Transportation
- LBH Cleansing (east)
- LBH Building Control
- LBH Tottenham Team NW
- LBH Food and Surface Water
- LBH Emergency Planning and Business
- LBH Head of Carbon Management
- LBH Conservation Officer
- LBH Economic Regeneration
- LBH Pollution
- LBH Arboriculture
- LBH Noise
- Tottenham Hotspur Football Club
- Tottenham CAAC
- Love Lane Residents Association
- Northumberland Park Residents
- Northumberland Park Neighbour Residents Association
- Tottenham Civic Society
- Historic England
- Greater London Authority
- Thames Water Utilities
- Network Rail
- Transport for London
- Arriva London
- Designing Out Crime
- London Fire Brigade
- London Borough of Enfield
- Greater London Archaeological Advisory Service
- British Transport Police

The following responses were received :

Internal:

- 1) LBH Conservation: No objection
- 2) LBH Transportation – No objections subject to s278 agreement
- 3) LBH Cleansing (east) – No objection
- 4) LBH Emergency Planning and Business – No objection
- 5) LBH Economic Regeneration – Support/No objection
- 6) LBH Pollution – No objections, subject to conditions
- 7) LBH Tottenham Team NW
- 8) LBH Drainage – Objection (additional information required)

External:

- 9) Tottenham Hotspur Football Club – Support (but request changes)
- 10) Historic England – No objection/comments
- 11) Transport for London – No objection
- 12) London Fire Brigade – No objection
- 13) Greater London Archaeological Advisory Service – No objection/comments
- 14) British Transport Police – Support (original request for conditions withdrawn)
- 15) Greater London Authority (GLA) – Stage 1 consultation response

NB: The Stage 1 consultation response from the GLA had not been received at the time of publication of this report. This is because of the tight timescale associated with the planning application and the need for a committee resolution. Should the GLA raise any fundamental objections to the application that require material changes to the application it planning application will be again reported to Members.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 986 Neighbouring properties
- 3 Residents Association
- Site notices were erected close to the site

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 3

Supporting: 1

Others: 0

A petition (dated 2014) relating to the High Road West Regeneration Masterplan

5.3 The following local groups/societies made representations:

- Tottenham Hotspur Football Club – Support (but request changes)
- Historic England – No objection/comments
- Headcorn Tenterden Beaufoy Gretton Residents Association

5.4 The following Councillor made representations:

- Cllr Bevan – Support (subject to conditions)

5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Adjacent railway bridge should be refurbished
- Link between High Road and street to west of station improved
- Use of terracotta pots could encourage nesting/increase pigeon population
- Impact of major events of properties to west of station
- Conflict between spectators and residents on narrow south side of White Hart Lane
- Lack of toilet facilities
- Staircase too close to 1 and 11 Penshurst Avenue – loss of light/privacy
- Increased noise/disruption during events
- Increase in traffic to the streets west of the station
- Boundary fencing should be improved
- Bus stop locations should be given further consideration given the relocation of the station
- More comprehensive signage requested
- Arches should be opened up as concessions
- Existing staircase should remain open – loss would reduce essential business (particularly on match days) to businesses to the west of the trainline
- Closing gateline on match days would deny trade to businesses to the west of the station.
- Station design has capacity to accommodate forecast demand on Major Event Days
- Station management should be flexible and not restricted
- Use of existing stairs should not be ruled out - Objector would like to see existing, fixed staircase to remain open for businesses and residents to the west

5.6 The following issues raised are not material planning considerations:

- Council monitoring of disabled badge abuse during events
- How data is collected
- Reorganisation of wider transport network

## **6 MATERIAL PLANNING CONSIDERATIONS**

- 6.1 The main planning issues raised by the proposed development are:
1. Principle of the development
  2. Design
  3. The impact of the proposed development on the character and appearance of the conservation area
  4. Transport
  5. Accessibility
  6. Biodiversity and Trees
  7. Noise and Dust
  8. Contamination
  9. Archaeology
  10. Waste
  11. Local Employment

### **Principle of the development**

- 6.2 London Plan Policy 2.13 identifies the 'Upper Lea Valley' as an 'opportunity area'. More specifically, the Local Plan Policy SP1 identifies Northumberland Park (which includes Tottenham Hotspur Football Stadium) as an 'Area of Change' where the Council will promote development. The existing station sits on the western perimeter of the Northumberland Park Area of Change within the Upper Lea Valley and is identified as critical to enabling the regeneration of the area.
- 6.3 Policy SP1 sets out the Council's strategic aspirations for the areas of change which include provision of a mix of land uses including the redevelopment of the football stadium, provision of renewed and new build housing, retail and leisure uses, enhancements to the historic environment and contributions to open space and community facilities.
- 6.4 Policy 2.13 and 6.1 of the London Plan (2015) and Local Plan Policy SP7 support improved interchanges between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London.
- 6.5 The site is also located within the 'North Tottenham' growth area as identified in the emerging Tottenham Area Action Plan and is within the NT5: High Road West site allocation. The aforementioned site allocation outlines an indicative development capacity of 1,200 units, 4353m<sup>2</sup> of commercial development, a new high quality public square and an expanded local shopping centre. The High Road West site allocation neighbours additional site allocations including NT4: Northumberland Park and NT7 Tottenham Hotspur Football Stadium.
- 6.6 Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project



as well as other projects such as the White Hart Lane Public Realm Improvement scheme. Its implementation is a key element of the High Road West Masterplan and delivery of the scheme objectives, which include:-

- To create a new attractive, vibrant and economically successful local centre within the south of the Site, which supports both the future community and the creation of a leisure destination alongside planned THFC development, whilst also measurably increasing employment opportunities
- To deliver high quality design which will create a healthy, safe and economically active neighbourhood and high quality architecture that responds to the existing character and heritage of the area
- To significantly increase the amount and quality of public space in the area, including delivering a new high quality public square, which is activated with community and other uses, to link White Hart Lane station to the High Road

6.7 Specifically, the proposal would provide a safer, more accessible White Hart Lane Station, with improved train services and a modern entrance to the south, onto a new station forecourt. These objectives and the wider principles of the High Road West Masterplan are transferred to the Council's Tottenham Area Action Plan, part of the emerging Local Plan.

6.8 The Tottenham Regeneration Team has been a key stakeholder in the development of the station scheme and through a co-ordinated approach to the scheme design process, is confident that the proposal fully contributes to these objectives in relation to its operational aspects and design approach, supporting improved economic health and environmental quality, particularly in relation to supporting modal shift towards sustainable transport, promoting economic uplift and attracting investment to support the High Road West scheme.

6.9 The proposal will be key in delivering effective movement of fans from the Northumberland Development Project, which will include an increase in numbers of passengers from football and other events, ensuring that a sustainable approach can be delivered in North Tottenham. The proposal is also closely linked to the delivery of the Council led White Hart Lane Public Realm Improvements, which supports this movement specific to the Northumberland Development Project but also to wider economic, environmental and social benefits. The design of the station closely complements the emerging public realm scheme design and ensures a co-ordinated approach to achieving these objectives and enhancing White Hart Lane as a vibrant, attractive and safe environment and economically successful part of the High Road North Local Centre.

6.10 Therefore there is strong strategic and local level Policy support for the improvement of the station interchange at White Hart Lane Station to support and contribute to the regeneration aims for this area. The scheme has the support of the borough's Head of Economic Development and Growth

## Design

- 6.11 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. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.12 The application is supported by a Design and Access Statement which explains the careful consideration that has been afforded to the design of the scheme. The proposed development is described in detail in the Statement, however, the main design features are summarised below:
- creating a fitting entrance to a major regeneration area;
  - capacity for population and leisure growth;
  - adaptability to cope with events and matches;
  - step-free access to platforms;
  - a more central location for platform connections;
  - an enhanced setting for historical rail structures;
  - improved public realm; and
  - formation of a new east-west pedestrian link.
- 6.13 On 22 June 2016, the station upgrade proposals were presented to the London Borough of Haringey's Quality Review Panel and the Mayor's Design Advisory Group where overall, the scheme was positively received by the Panel. In particular, the Panel welcomed the local historical narrative that has been woven through the design of the buildings and landscape in the choice of materials. The Panel noted the importance of the materials to achieve a high quality design and consequently a condition has been imposed requiring further details and samples of materials to be provided for consideration as part of any planning consent.
- 6.14 The quality of the design will create an attractive landmark station which, in combination with the improvements to the existing, locally listed station building and the wider North Tottenham Growth Area, will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. As such the design of the proposed extension is considered to be high quality and will greatly enhance the visual amenity of the area, whilst setting the tone for high standards of design for any future proposed developments in the locality.

6.15 The proposal is considered acceptable in terms of bulk and massing being surrounded by high rise development to the east and three storey development to the west and north. Overall, the proposal is considered to sit comfortably on the wider street scene as well as complimenting the future plans of the area as outlined above. Therefore, the proposal is in accordance with Local Plan Policy SP11 and London Plan Policies 7.4 and 7.6.

#### Safety by design

6.16 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.

6.17 The applicant has provided a crime prevention statement which states that the proposal has been prepared in consultation with British Transport Police's Community Liaison Officers. The specific design elements that will have a beneficial impact on prevention of crime and improved perception of crime are noted as follows:

- Increased passive surveillance onto Love Lane and Penshurst Road;
- Provision of a more generous concourse and open meeting places;
- Direct lines of sight;
- Safer spaces for cycle parking;
- Improved Lighting Levels;
- Improved wayfinding;
- Expanded CCTV coverage within station;
- Flexibility in terms of event flow management;
- new high-level security gates

6.18 In addition, the existing underpass adjacent to White Hart Lane is to be taken out of public use and provided with secure steel doors, to be given over to station related storage. Additional security measures include the incorporation of toughened and laminated glazing at the upper levels of the building to minimise the risk of falling glass through impact or explosion

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

#### **Character and appearance of the conservation area**

6.20 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be

given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

- 6.21 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.22 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.23 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Draft DM Policy DM9 continues this approach. The policy tests above concerns development

within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.

- 6.24 The site forms part of the North Tottenham Conservation Area. White Hart Lane is significant in that it has retained buildings representative of each period from Georgian through mid to late Victorian (including the railway-related development) up to post-war housing. White Hart Lane station (1872) is in stock brick and two storeys, similar to the one at Bruce Grove, with three brick relieving arches at ground floor and eight windows with pointed arches at the upper, platform level under bracketed eaves. The architectural language of the station follows on from the other stations built along this line including Bruce Grove Station in Haringey, London Fields Station in Hackney and Cambridge Heath Station in Tower Hamlets.
- 6.25 The station also forms a group with the locally listed building of interest on the north side- No. 52. This is a detached two-storey house built as the Station Master's house following the opening of White Hart Lane station in 1872. The house appears to be in good condition, in yellow stock brick with gauged brick flat arches over the sash windows and a slate roof. The high stock-brick wall on the frontage also appears to be original.
- 6.26 Together, the Station and No 52 form a group which contributes positively to the conservation area. However, the original station is partially concealed, vacant and in poor condition with a number of broken windows and unsympathetic signage. Further south, the large number of modern, flat roofed, parking garages with a cement wall separating them from the railway arches detracts from the station and its contribution to the conservation area.
- 6.27 The proposed station upgrade will reinstate the earlier building façade at this end and enhance its historic significance by strengthening the connection between the station and the Station Master's House. In addition, improvements would be made to the former station building on the eastern elevation, in better revealing this historic structure and providing an enhanced setting. As such the proposal would enhance the group value of the building and its contribution to the conservation area.
- 6.28 The new entrance hall will be erected on the eastern side of the station, to the south of the former station building. The conservation officer is of the opinion that the new structure will be of high quality modern design using materials which reference the local history of the area. In particular, the use of terracotta and brick is directly linked to the early manufacturing industry of the area which influenced the growth of Tottenham. The new station and the old station would be distinct in appearance and would complement each other in design terms.

- 6.29 The proposal would remove the garages that currently detract from the setting of the conservation area and replace it with hard and soft landscaping. This would further enhance the setting of the conservation area.
- 6.30 Overall, both Planning and Conservation Officers consider the proposals to be of a high quality that would enhance the setting of the conservation area as well as the significance of the Station and its appearance. As such no harm is caused by the proposal to heritage assets. No objection was received from Historic England. The proposed development, by virtue of its high quality design would enhance the conservation area and its setting. The scheme is, therefore, acceptable from a conservation point of view.

### **Transport**

- 6.31 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. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.32 This application is for the upgrade and remodelling of White Hart Lane Railway Station, to include new and improved access arrangements, a physical connection from Penshurst Road to Love Lane, and improvements to the public realm in Love Lane at the new station access. To facilitate this the existing highway arrangements in the vicinity of the new entrance will be amended and 33 short term lease garages to the west side of Love Lane demolished.
- 6.33 The station is located to the south side of White Hart Lane, on the railway viaduct. The stepped access is to and from the north end of the station onto White Hart Lane. The station is currently not DDA compliant (does not have step free access). It is the physically closest station to Tottenham Hotspur Football Club (THFC) who are redeveloping the football ground to increase capacity from 36,000 to 61,000.
- 6.34 The proposed improvements include creation of a new station entrance, ticket hall, station facilities and station forecourt, all accessed off Love Lane, roughly at midpoint of the station. A pedestrian cut through from Love Lane to Penshurst Road will also be created to improve accessibility and reduce severance from each side of the station.
- 6.35 The project will provide two additional sets of stairs to the platforms and a lift to each platform. There will be a ticket gateline with 6 aisles (including one wide aisle) for oyster/ticket users. The concourse will provide a better circulation area for passengers than at present. The additional sets of stairs feed to the north and south directions onto the platform, and these will be wider than the existing which

will enable quicker movement through the station when accessing or leaving it. The northbound stairs will be 2300mm wide, and the southbound 2900mm wide.

- 6.36 Coupled with the station works will be improvements to the station forecourt off Love Lane, including public realm works and the provision of 20 no. cycle parking spaces an increase of 10 compared to present, and 33 no. Haringey Council owned garages are to be demolished to facilitate this. These garages are rented on short term leases.
- 6.37 The section of Love Lane immediately outside the station entrance will have the road surface raised to that the kerb height reduces from 125mm to 60mm, to provide a raised table type feature to create an improved environment for pedestrians moving between the station and the stadium/Tottenham High Road. At this location there will also be provision of new set down/drop off bays plus blue badge parking bays. The existing 13 parking bays will be removed to provide this arrangement. These are formal CPZ bays in the Tottenham North CPZ, and in order to appropriately manage the public realm and highway works the applicant will need to enter into a Section 278 agreement with the Highway Authority.
- 6.38 Haringey is overseeing regeneration in the wider area associated with the High Road West Masterplan, in addition to the redevelopment of the THFC ground, there is to be renewal of housing, plus provision of employment, community and leisure facilities and floor space. Also part of the area wide proposals is the Northumberland Park Opportunity Site. As part of this, there will be a public square close to the THFC stadium, which is along the foot route between the remodelled White Hart Lane station and THFC. A major benefit from the remodelling of the station is the re routing of match day attendees from the narrow footways along White Hart Lane through these new and forthcoming areas of public realm towards THFC and the High Road.
- 6.39 There are two scenarios to be considered for the operation of the new station, (a) the standard 'day by day' use and (b) match days. TfL have used their own 'Railplan' Strategic Modelling tool to derive the future year (2031) flows and loadings taking into account future development and any service capacity enhancements.
- 6.40 At present, for the routine use of the station, In the PM peak approximately 1200 passenger use the station between 1600 – 1900. By the year 2031, taking into account the build out of the regeneration currently progressing and the increase in population and jobs, the passenger numbers are predicted to double. For the 2031 scenario the AM peak demand (0700 – 1000) is predicted to be 2,700 passengers, and for the PM period (1600 – 1900) 3,000 are predicted. The access arrangements on a 'standard' day include the northbound stairs from the new main station entrance (the southern facing sets will be match day only) and the lifts. The existing sets of stairs at the northern end of the platforms will be for emergency use only (and potentially match days as well).

- 6.41 The pedestrian modelling carried out by TfL details that the redeveloped station will offer considerable benefits for passengers taking into account population and passenger growth, and will be able to accommodate the increased passenger numbers predicted in greater comfort than the existing situation for the current levels of passenger numbers.
- 6.42 On match days (anything between 19 and 25 a season on average), at present, around 8,000 spectators will use White Hart Lane station to attend the match. The numbers passing through the station post match are slightly lower (7500). An assessment of the existing situation for match days details that there are problems with Northbound Platform congestion with midweek games when fans and commuters are present, and given the existing stairs to exit are at the northern end of the platforms, this creates a pinch point. The assessment comments that centrally placed stairs would ease this and with the redevelopment of the station there will be two centrally placed sets of stairs, providing better placed higher capacity means of entering and leaving the station.
- 6.43 The modelling for the future scenario for the station predicts 16,000 passengers using the station on a match or event day, this is an increase of 8000 compared to present. The southern facing centrally placed sets of stairs will be brought into use, and the ticket gateline suspended to facilitate easier pedestrian flows into and out of the station. With the relocation of the stairs to the centre of the platforms and the doubling in number of them, the station will be able to cater for the increased passenger numbers on match days. Relocation of the stairs will facilitate a more even flow to and from the platforms, compared to present where all movements take place from the northern end. If required these existing stairs can be brought into use. The applicant considers that with the new arrangements in place, there will be no need for active queue management of arrivals.
- 6.44 Post match there will be crowd management required, the proposed arrangements are for southbound passengers to queue to the east side of the station on Love Lane, then enter the station from the east side and use both sets of stairs to access the platform. Northbound passengers will queue to the west side of the station and use the north facing entrance to access both sets of stairs on that side of the station. The through route connection Penshurst to Love Lane will be closed during these periods.
- 6.45 The pedestrian modelling carried out by TfL details that the increase in stadium capacity match day passengers using the station will result in longer waiting times, however this is resultant not from the station access/capacity, but from the train service pattern which is apparently not planned to increase in terms of frequency/capacity on match days.
- 6.46 As exists at present, a working group comprising the Club, the Polices and the Council (plus other appropriate stakeholders) oversees day to day management of



match day movement and travel, and this will continue for the new arrangements taking into account the redevelopment of this station and the ongoing development and public realm works in the locality.

- 6.47 The low number of service movements during the operational phase once the station has been constructed will be able to be accommodated using the existing loading facilities along Love Lane, or the drop off/set down area adjacent to the new station access.
- 6.48 In conclusion, this application seeks to improve and remodel White Hart Lane station to provide improved access arrangements, better wet weather protection with extended platform canopies, and improve the public realm arrangements at the station access. As proposed, Transportation welcome the proposals, as they will lead to a much improved experience both for routine day by day users of the station and on match and event days. The new access arrangements will enable greater comfort and capacity compared to present and will align with the forthcoming and ongoing regeneration and public realm improvements in the locality. The station will become fully accessible and add to the manifold improvements in the area.

#### Cycle Parking

- 6.49 New cycle parking facilities will be provided within the forecourt area to the south of the new station building on Love Lane. Ten Sheffield stands will be provided, accommodating 20 cycles. There is space to increase cycle parking provision if additional demand is identified. The concourse location will provide improved natural surveillance for the cycle parking facility, and the area will be covered by CCTV.
- 6.50 The Transportation Team has reviewed the cycle parking provisions and consider that the cycle parking provision that is proposed as a whole as part of the bus station upgrade will provide much improved cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.
- 6.51 Therefore, overall it is considered that the proposal would promote public transport, cycling and walking, improve the quality of public transport and assist in reducing congestion in accordance with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2015 policies.

#### **Accessibility**

- 6.52 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.

- 6.53 At its core the White Hart Lane Station Upgrade is primarily about improving access to London's transport system. Today the station entrance is ill-defined within its streetscape, crossing facilities for pedestrians are poor and the environment around the station is weighted predominantly to vehicular access. Within the station, the only means of access to the platforms is via flights of stairs and there is no entry point from the west. The current location of the stairs at the north end of the platforms also means that walk-distances at platform level are long if customers wish to use the southern carriages of the train.
- 6.54 In terms of accessibility, the station enhancement project will be transformative and provide a more legible, generous, less congested and step free route from street to platform level. Key aspects of the public realm and station design that will have a significant beneficial impact on access for all passengers include:
- a dedicated parking space for blue badge holders directly opposite the main station building, along with set down bays for other private vehicles;
  - provision of dropped kerbs with tactile paving to provide a step free route across the raised table on Love Lane to the station;
  - 60mm high kerbs along the raised table to benefit visually impaired users to recognise the edge of the highway;
  - the use of contrasting kerb and paving materials in the station forecourt;
  - the use of flush jointed brick paving to provide a smooth and comfortable surface around the station for mobility impaired users;
  - very shallow gradients within the station forecourt and along Love Lane;
  - London Underground benches incorporating high visibility, DDA compliant handrails and back supports, adjacent to both station entrances to the main concourse;
  - a shallow gradient (+1:21) ramp as well as steps on the Peshurst Road entrance to provide full access where street level and the level of the underpass differ;
  - steps with contrasting nosings and between Peshurst Road and the west entrance to the station, and a raised table with 60mm high kerbs to provide a better environment for crossing pedestrians where Peshurst Road runs adjacent to the west entrance.
  - level thresholds for both points of entry to the new concourse
  - two new 16 person lifts providing step free access to both platforms with 1.6 metre deep waiting space outside each lift doors, set away from primary pedestrian flows;
  - a fully accessible ticket office with a split level counter, knee recess, induction loops and a flexible card reader which will be fully compliant with DfT standards for accessible stations.
- 6.55 The proposed development is considered to significantly improve the accessibility for all users of the station, in accordance with London Plan policies 6.1 and 7.2 and Local Plan SP11

## **Biodiversity and Trees**

- 6.56 London Plan Policies and Local Plan Policy 7.19 SP13 state that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity).
- 6.57 There are 18 individual trees or tree groups within or immediately adjacent to the site boundary. The trees are generally in fair to good condition and provide a reasonable degree of amenity to the local area. An Arboricultural Impact Assessment has been developed to identify the likely direct and indirect impacts of the proposed development with suitable mitigation recommendations where appropriate. A Tree Protection Plan has also been produced to illustrate trees to be removed and how retained trees can be successfully protected. One individual tree (T16) will need to be removed to facilitate the proposed development. This tree is of low quality and its loss will not have a significant impact on the amenity of the area despite some limited loss of screening of the railway. The tree to be removed is also arguably unsuited for long term retention due to its proximity to the adjacent building. The loss of this tree be mitigated by the safe retention of the remaining trees on and adjacent to the site and through the introduction of new high quality trees in the station forecourts in Love Lane and Penshurst Road.
- 6.58 The Council's Arboriculture Officer has been consulted and does not object, subject to implementation of the tree protection measures recommended in the submitted Arboricultural Impact Assessment

## **Noise and Dust**

- 6.59 Policies 7.14 and 7.15 of the London Plan and UDP Saved Policy ENV6 aim to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' Document 'The control of dust and emissions from construction and demolition' and locate potentially noisy developments where ambient noise levels are already high and where measures are proposed to mitigate its impact.
- 6.60 The applicant has provided a noise impact assessment which presents the assessment of the noise and vibration impacts associated with the station upgrade. The report concludes that the new station structure will screen train noise along a short section of track at receptors on the east side of the station. Consequently, residential units to the east of the proposed development are likely to benefit in minor reductions of train noise due to the development.
- 6.61 In addition the report concluded that changes in road traffic flows due to construction traffic will result in changes in road traffic noise below the lowest observable adverse effect level (LOAEL). Design criteria for potential upgrades to PA systems has also been derived to ensure that future PA noise levels will be

below the LOAEL at nearby sensitive receptors. The council's Environmental Health Officer has been consulted but has not objected subject to condition.

- 6.62 With regard to dust, the Council's Pollution Officer has raised no objections subject to the receipt of a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. This has been added as a condition of planning permission.

### **Contaminated Land**

- 6.63 Saved Policy ENV1 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Land Contaminated Report. The Council's Environmental Health Pollution Officer raises no objections subject to imposing conditions requiring a Phase II site investigation and a report that provides verification of completed remediation works, of which the former would be submitted and approved prior to the commencement of any works and the latter approved in writing by the Local Planning Authority before the development is occupied.

### **Archaeology**

- 6.64 The Greater London Archaeological Advisory Service (GLAAS) which provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter have considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application. The service concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and therefore recommend 'No Archaeological Requirement' with .no further assessment or conditions necessary'.

### **Waste**

- 6.65 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.
- 6.66 The boroughs Waste department has been consulted and states that 'The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a

properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system’.

- 6.67 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.

### **Local Employment**

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

### **Conclusion**

- 6.69 There is strong strategic and local level Policy support for the improvement of the station interchange at White Hart Lane to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area.
- 6.70 The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project as well as other projects such as the White Hart Lane Public Realm Improvement scheme. Its implementation is a key element of the High Road West Masterplan
- 6.71 The proposal is considered acceptable in terms of conservation, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. A condition requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area.

- 6.72 Therefore overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.
- 6.73 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **7.0 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £26,411 (614 sqm x £35 x 1.229). This will be collected by Haringey after/should the scheme is/be 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. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

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

Applicant's drawing No.(s) 615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401, 615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of the provisions of s91 TCPA 1990 and to prevent the accumulation of unimplemented planning permissions.

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

615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401,

615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

Reason:

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

3. Samples of materials and a schedule of the exact product references to be used for the primary external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. The approved materials are then to be implemented as part of approved development.

Reason:

In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development in order that the local planning authority are satisfied with the appearance of the building hereby approved as the site is located in Conservation Area and to safeguard the visual amenity of the wider locality.

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

Reason:

In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2015.

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

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;

- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to White Hart Lane Station station;
- measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

Reason:

To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

6. Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The approved details shall be installed prior to the completion of the station works.

Reason:

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



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

Reason:

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

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

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

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

Reason:

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

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

Reason:

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

11. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority and the approved

details thereby implemented. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20mg/kWh

Reason: To ensure control over NOx emissions.

12. Before development commences other than for investigative work:

a) Using this information from the Phase 1 Desktop Study a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a method statement detailing the remediation requirements, using the information obtained from the site investigation and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to the remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

13. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

14. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall

be in accordance with the GLA SPG 'Control of Dust and Emissions During Construction and Demolition' and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

15. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO<sub>x</sub> and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

16. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

17. No above ground works shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

18. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to and, approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details and retained thereafter. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity of the area

19. The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of The Haringey Unitary Development Plan 2006.

**Informatives:**

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £26,411 (614 sqm x £35 x 1.229). This will be collected by Haringey after/should the scheme is/be 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 :

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 : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers

and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

**INFORMATIVE :**

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

**INFORMATIVE :** Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	Support subject to	
<b>LBH Pollution</b>	Request for conditions and informative	Conditions and informative added
<b>LBH Trees</b>	No objections subject to condition	Conditions added.
<b>LBH Conservation</b>	<p>Overall, I consider the proposals to be of a high quality that would enhance the setting of the conservation area as well as the significance of the Station and its appearance. As such the proposal is acceptable from a conservation point of view.</p> <p>In making this assessment, I have given great weight to the preservation of the heritage assets as per the Council's statutory requirement. The proposed development, by virtue of its high quality design would enhance the conservation area and its setting. The scheme is, therefore, acceptable from a conservation point of view.</p>	Noted.
<b>LBH Waste</b>	<p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p>	Noted.
<b>EXTERNAL</b>		
<p><b>NEIGHBOURING PROPERTIES</b></p> <p>Headcorn Tenterden            Beaufoy Gretton Residents            Association/3 Tenterden</p>	<ul style="list-style-type: none"> <li>• Consultation with TfL poorly publicised</li> </ul>	<p>A letter drop with a radius of circa 500m was undertaken inviting local residents to the station consultation event held on 24 June 2016 and the Tottenham Conference event on 2 July 2016. We were made aware from one local resident at the station event that a letter had not</p>



Stakeholder	Question/Comment	Response
	<p>of Sheffield stands for cycles when other stations on the line have secure compounds Can the applicants explain why the provision at White Hart Lane differs</p> <ul style="list-style-type: none"> <li>• The Transport Statement 5.4.4 correctly refers to events as the new stadium is being built to provide events additional to football and is the only document in the application to do so These together with increased commercial events likely to be marketed for such an expensive development impact further on our properties close to the new station but our buildings are not shown on all plans submitted</li> <li>• We are concerned at the plans for crowd control and waiting for trains after events at the stadium The proposals for north bound passengers is that they use the area around the current staircase on the western side of the line which opens onto White Hart Lane and wait alongside the viaduct to access the entrance. The pavement on the south side of White Hart Lane under the railway line is narrow and would not afford local residents access beside the homebound spectators We are further concerned that it will encourage spectators to use Whitehall Street to walk under the viaduct, through our estate and access the station from the west. Due to lack of toilet provision in the area we frequently witness public urination and fear</li> </ul>	<p>maintenance associated with them and are easy to install. Each stand can park two cycles whilst allowing a range of locking positions. Sheffield cycle stands provide greater flexibility as the number of stands can be increased/decreased on an individual basis as demand dictates. A secure compound, due to its size, could also detract from the design and appearance of the new station building.</p> <p>Reference to 'events' at Tottenham Hotspur's Football Stadium is made in the planning application submission documents, including (but not being limited to) the Transport Statement, Design and Access, Planning Statement and Crime Prevention Statement</p> <p>In the post-event condition, active queue management will be employed as today to control flows. A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety. It is considered unlikely for northbound passengers to use Whitehall Street via Tenterden Road as they will be joining the northbound fans queue from the wrong end and this involves a circuitous route. Northbound fans will be directed to White Hart Lane and down the strip of land to the west of the railway. By</p>



Stakeholder	Question/Comment	Response
	<p>this will increase without positive measures to prevent such access.</p> <ul style="list-style-type: none"> <li data-bbox="621 467 1383 878">• The new Station plan refers to sound improvement afforded by new station buildings on the eastern side and their impact on flats scheduled to be demolished but fails to take into account the impact on homes nearby on the western side where less building of the new station occurs particularly 1 and 11 Penshurst Road These two flats will see Staircase 4 adjacent to them resulting in loss of light impact on their privacy and suffer disturbance created by passengers and noise from public address system at that end of platform</li> <li data-bbox="621 1125 1383 1416">• The passenger movement being further south on the platforms falls nearer our properties and noise impact increases at height Noise and disturbance would occur daily but will be of greater impact on our members during events due to increased numbers and use of Staircase 4 There are no proposals to improve the southern end of the platforms which are wooden nor raise platform/boundary walls which are currently low</li> </ul>	<p>utilising space alongside the railway off White Hart Lane for the northbound queue the amount of queuing on the narrow pavement of White Hart Lane will be reduced. More detail is provided in the Design and Access Statement (pages 11-12) and the Transport Statement.</p> <p>As set out in the Noise and Vibration Assessment, the new station building will provide partial screening of train noise for some receptors on the east side of the station. Properties on the western side of the station do not currently benefit from train noise screening and as such the proposed development will not result in higher noise levels for these properties.</p> <p>The design and scale of the staircases, coupled with the separation distance between the proposed development and nearby residents, is considered to satisfactorily preserve their residential amenity and will not result in a loss of light to these buildings. Additionally, passengers are unlikely to be on the staircases for a prolonged period of time as they will be continuing with their journeys.</p> <p>As addressed above.</p>

Stakeholder	Question/Comment	Response
	<p>and topped with chain link fencing providing no sound insulation We therefore request that Haringey ask the applicant to include appropriate measures to reduce the impact on local residents to the west of the station and consult with us on improving the design and provisions on the western side of the station</p> <ul style="list-style-type: none"> <li data-bbox="621 505 1392 1036">• The Noise Statement has measured at 2-28 and 1-19 Peshurst Road only on the western side We consider further properties on Peshurst Road would be affected as well as those in Headcorn and Tenterden Roads Headcorn and Tenterden Road flats together with the majority of houses are of timber-frame construction the flank walls being brick Residents already report increased noise levels from the new station tannoy and should also be considered for sound reduction works as this plan moves the station buildings further south and nearer to them We can report tannoy disturbance up to 250 metres from platform and we have previously contacted TFL concerning its operation</li> <li data-bbox="621 1084 1392 1386">• The plans included in the application only show a gate closing the unpaid link under the viaduct yet the Planning Statement shows two sets of gates at the junction of paved entrance/pavement from Peshurst Road and at the start of the walkway under the viaduc. We therefore request that all plans truly reflect the station design and position of gates and advise local residents accordingly</li> </ul>	<p>Noise and vibration effects have been assessed and are representative of the nearest noise sensitive receptors to the proposed development. The Noise and Vibration Assessment demonstrates that noise levels are suitably controlled at the key receptors identified and as such, noise levels will correspondingly be suitably controlled at all sensitive receptors within the area. Properties elsewhere on Peshurst Road and Headcorn Road are at a greater distance from the proposed development. Design criteria for potential upgrades to the Public Address (PA) systems has been derived to ensure that future PA noise levels will be below the Lowest Observable Adverse Effect Level (LOAEL) at nearby receptors.</p> <p>The Planning Statement provides a site location plan, but does not contain any detailed plans.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="621 237 1381 878">• The station plan reduces parking in the area of the station, has reduced provision for disabled, and set-down provision The current provision of CPZ parking bays in Penshurst Road is not fully used, except on match days when there are many more vehicles Our inspection of Penshurst Road on 20 August 2016 just before the match started identified eight vehicles without permits or blue badges six vehicles with blue badges, some being commercial vehicles using badges and 5 displaying resident parking permits Our residents who have disabled parking badges advise us that they could not manage to walk from Penshurst Road to the Stadium which far exceeds the walking distance tolerance to be awarded a blue badge yet we seldom see wheelchair use or any other mobility aid Our observation is that vehicle users are able to walk the distance at speed and without assistance</li> <li data-bbox="621 932 1381 1382">• Parking bay use on both sides of the road does not allow two-way traffic to pass as the roadway is reduced to one lane only We therefore urge Haringey Council to increase frequency of monitoring for disabled badge abuse during events, increase frequency of parking attendants in area and reconsider street markings to allow for better access for local residents and provision for emergency vehicles in the event of incidents Our concern is that current monitoring of Penshurst Road will create a 'soft option' for set-down and meeting passengers and increase traffic volume to an otherwise peaceful area</li> </ul>	<p data-bbox="1409 367 2032 496">There will be no net loss of disabled parking spaces, as set out in Section 10 of the planning application form and detailed within the Transport Statement.</p> <p data-bbox="1409 1105 2032 1170">There are no changes to the parking bays on Penshurst Road.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="621 237 1381 418">• The plan has no upgrade to boundary fencing Foxes are in the surrounding area and can frequently be seen crossing the railway lines Could some consideration please be given to improving the boundary fencing to transport property boundaries</li>   <li data-bbox="621 1008 1381 1230">• There is no clear statement on the timing of closure of the Penshurst Road entrance to the station on event days Clearer guidelines and information would be of benefit to local residents. Otherwise an event spanning 4 to 5 hours impacts on our access for 17 hours of operation</li>   <li data-bbox="621 1279 1381 1385">• The Transport Statement 3.8.1. refers to the Northumberland Park Opportunity Site as west of Tottenham High Road. It should be noted that the</li> </ul>	<p data-bbox="1409 467 2032 930">The west side of the station on Penshurst Road forms a key entry point to the station. Open spaces on either side of the entrance are intended to give a sense of generosity and security and avoid this entrance feeling like the station's 'back door'. For the northernmost three bays of the station, a perforated weathering steel screen forms the main enclosure. It requires no maintenance and can be brush-cleaned from the internal face to remove any dust or debris. At low level, these northern three bays will incorporate a fence formed of weathering steel fins with a solid section towards its foot.</p> <p data-bbox="1409 971 2032 1170">At the southern end of the western side of the station building, the façade adopts terracotta pots taken from the main concourse building. More detail on the Penshurst Road façade is provided in the Design and Access Statement, specifically pages 20 and 21.</p> <p data-bbox="1409 1239 2032 1401">A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety.</p>

Stakeholder	Question/Comment	Response
	<p>correct description is east of Tottenham High Road</p> <ul style="list-style-type: none"> <li data-bbox="621 313 1381 959">• The Transport Statement 4.7.3 describes cycle facilities in the vicinity of the station as limited. It further states that to the west of the station White Hart Lane is denoted as a quieter route recommended for cyclists. This connects to an east-west ‘Blue’ route on Church Road/Park Lane to the south of the station via Beaufort Road. We wish to point out that the local road is Beaufoy Road (not as stated in the report) which runs north east/south west from White Hart Lane to Church Road with a vehicular barrier near its northern end. At no time has it been designated as a cycle route. Occasional users endanger pedestrians by using the pavement either side of the road barrier and we therefore wish to actively discourage any publicity suggesting it is a cycle route as we consider it would increase the risk of injuries to pedestrians and inappropriate cycling on pavements.</li> <li data-bbox="621 1008 1381 1419">• The Transport Statement 4.7.6 refers to Cycle Superhighway 1 linking White Hart Lane with the City of London. We wish the applicant to note that Cycle Superhighway 1 ends at the junction of Church Road and the High Road. We are concerned that their assertion that Cycle Superhighway 1 continues to White Hart Lane in the report is endangering local pedestrians and encouraging cyclists to use an unapproved route Local residents were not consulted on the route or impact of Cycle Superhighway 1 beyond Church Road and in our neighbourhood We</li> </ul>	<p>Noted.</p> <p>White Hart Lane is recommended as a quieter route for cyclists. A quieter route refers to the level of traffic on a carriageway, rather than necessarily having a designated cycle lane.</p> <p>Cycle Superhighway 1 runs between White Hart Lane and Liverpool Street. Reference to White Hart Lane is stated generically, without making reference to either the football stadium or London Overground station. It is correct that</p>

Stakeholder	Question/Comment	Response
	<p>therefore question and challenge the statement given to Planning.</p> <ul style="list-style-type: none"> <li>• Passenger figures supplied in the application do not state how they were collected We would ask whether they are based on fare paying passengers or a headcount due to the high volume of ticket evasion on the line due to no gatelines in use at White Hart Lane and elsewhere on the line We frequently witness travellers using the oyster point at Seven Sisters in the walkway leading from the escalator to the Overground line and note that the increased use of Revenue Inspectors on the overground line and at White Hart Lane station frequently challenge travellers without tickets</li> </ul>	<p>CS1 ends at the junction of Church Road and High Road.</p> <p>Observed passenger demand figures are based on passenger count surveys undertaken in 2015 which would include all passengers within the station, fare paying or otherwise. A key benefit of the proposed scheme is the introduction of a gateline at the station, which will reduce the level of fare evasion highlighted.</p> <p>Bus stops and sustainable transport interchange: The comments largely focus on the movement of existing bus stands which does not form part of the planning application. The new station concourse is located to the east of the railway and is positioned c75 metres south of White Hart Lane and as such, is not considered to adversely impact passengers interchanging between White Hart Lane London</p>

Stakeholder	Question/Comment	Response
		<p>Overground Station and bus stops in the vicinity of the station. The area to the east of the railway is undergoing significant change as part of Haringey's High Road West Masterplan, opening up views of the station from the High Road. Roundels on the building façade will be visible from a distance and assist in wayfinding (detailed further on page 28 of the Design and Access Statement).</p> <p>Concessions and business units in the arches: It is our future aspiration to bring the Victorian Station building back into use through the introduction of commercial units, creating active frontages, however, this does not form part of the current planning application.</p> <p>The proposals assume the current special match day timetables, including the use of eight car trains, will continue to operate in the future.</p> <p>The proposals enable the station to operate more flexibly than today, with additional staircases and access points offering the potential for entry and exit only points. A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety. More detail is provided in the Design and Access Statement (pages 11-12) and the Transport Statement.</p>
<p><b>The Railway Freehouse, 65 White</b></p>		<p>The objection primarily relates to the closure of the existing staircases on match days and the</p>

Stakeholder	Question/Comment	Response
Hart Lane		<p>resultant impact to those on the west side of the viaduct, including local businesses. I would like to clarify a couple of points:</p> <p>In the Transport Assessment, paragraph 6.2.4 states “The existing staircases at the northern end of the station will be retained as an emergency exit and will open directly on to White Hart Lane.” This statement refers to pedestrian flows during normal operation and not during event day operation as suggested by the objection.</p> <p>Paragraph 6.3.1 states “On event days, the gateline will be suspended. Boarding and alighting passengers will be able to use all four flights of stairs leading to the platforms and potentially the existing stairs to exit the station [my emphasis], which are being retained for emergency exit only in normal operation.” This is also shown in Figure 12 of the Transport Assessment. This provides flexibility should the existing stairs be required during event days.</p> <p>In the pre-event day period, and due to the proximity of The Railway Freehouse to White Hart Lane Station, it is not considered that the closure of the existing fixed staircases would prevent trade to the pub or other local businesses to the west of the viaduct.</p> <p>Following receipt of the comments made to the High Road West Regeneration Masterplan (September 2014) consultation, which raised objection to the removal of the existing fixed</p>



Stakeholder	Question/Comment	Response
		<p>staircases at the northern end of the station, the scheme was revised to enable the staircases to remain in situ and to be used for emergency purposes during normal operational hours and potentially on event days for pre-match exit. Mr Price attended the public consultation event held at White Hart Lane Station on 24 June 2016 where the Project team were able to talk through the scheme.</p> <p>To the west of the railway, along Penshurst Road and Tenterden Road, the area is characterised by two and three storey townhouses and apartments. During the station consultation event, residents welcomed the new pedestrian link between Penshurst Road and Love Lane. The link will be closed during event days which is not only required for crowd management purposes, but is also vital to protect the residential amenity of those living to the west of the station from noise disturbance. A final event day crowd management strategy will be developed and confirmed in consultation with the station and event day management teams and the necessary authorities responsible for safety.</p> <p>The new station layout has significant benefits in accommodating both population and THFC's stadium growth, when compared to the existing station layout. The modelling demonstrates that on non-event days the redesigned station can accommodate the 2031 forecast demand and generally provides a more comfortable environment for passengers. The major</p>

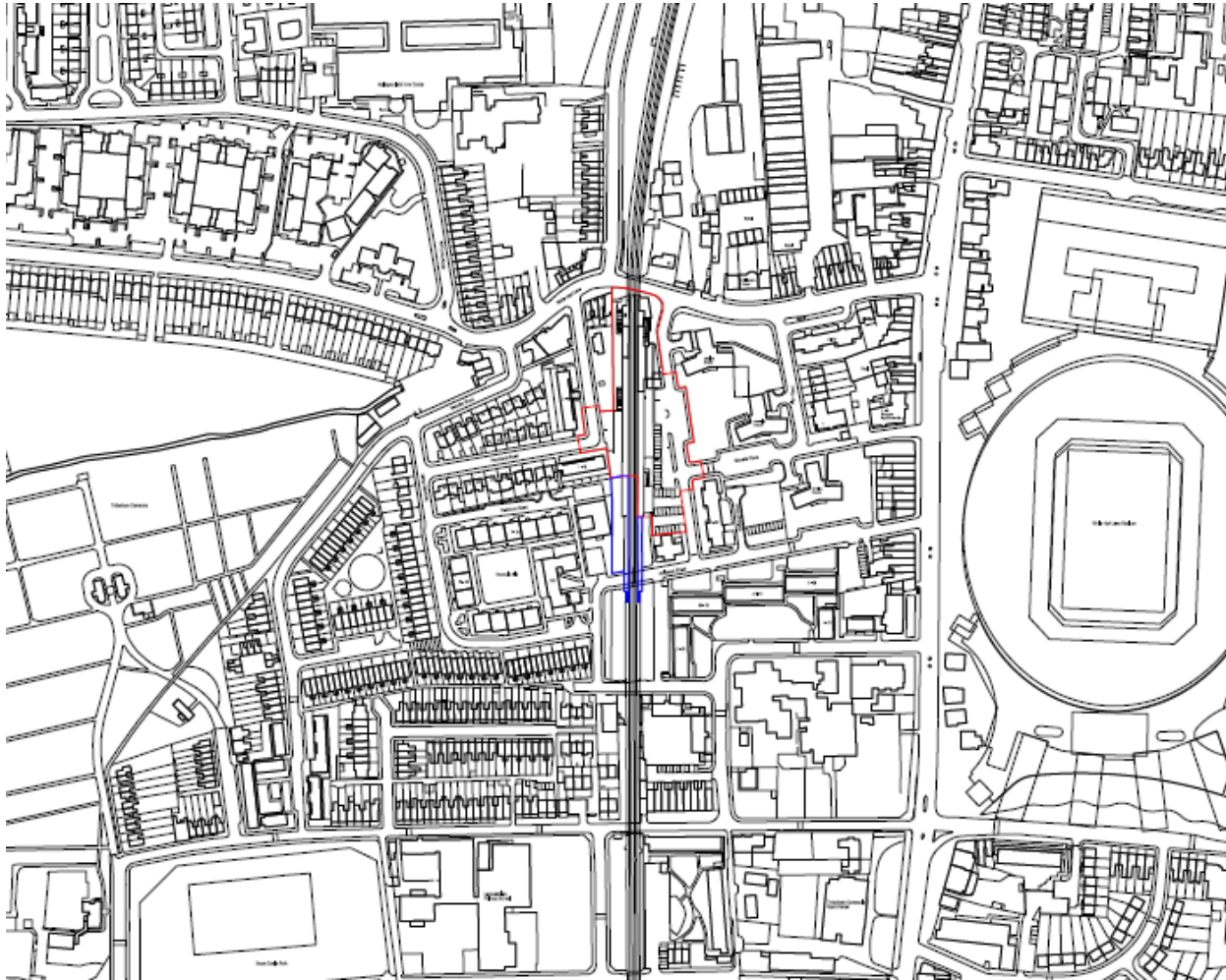
Stakeholder	Question/Comment	Response
		<p>increase in THFC's stadium capacity will lead to longer wait times for passengers in the post-event condition. However, the proposed layout offers significantly better performance when compared to the existing station layout.</p>
<p><b>Tottenham Hotspur Football Club</b></p>	<ul style="list-style-type: none"> <li>• It is important at the current planning stage to retain the flexibility to modify and adapt the Station Control procedures.</li> <li>• The Design and Access statement includes drawings and comments that show “event day accesses” and “event day routing”, which if taken as final, would place constraints on the future operation of the station and surrounding areas on an event day.</li> <li>• In particular, the commentary in the Design and Access statement appears to preclude use of Penschurst Place in response to local community concerns. This should be kept open to allow for future flexibility of operation.</li> <li>• Furthermore, the provision of a third door for Event Day use in the main ticket hall is only shown in one drawing and there is no associated narrative defining its purpose and potential use on event days.</li> <li>• Limiting access to the station has the potential to increase the size and duration of queuing in the public realm after events. This has an operational impact, in terms of resourcing and equipment, but there may also</li> </ul>	<p>The proposed station design has a degree of flexibility in how it is operated. The event day crowd management shown within the planning application represents the following discussions with the station operator, British Transport Police and local stakeholders. A final event day management strategy is to be confirmed with the parties above. Penschurst Road has not been shown as an event day access route due to an mindfulness of existing residents apprehension of an increased impact on amenity.</p> <p>TfL has been working closely with the Tottenham Regeneration team at Haringey Council on the integration of public realm proposals and has agreed the palette of materials shown in the planning application. This coordination will continue in the next stage of the project.</p> <p>A provisional programme has been shared with Haringey Council and TfL will continue to work with the local authority and THFC to develop an integrated programme for construction works in North Tottenham.</p>

Stakeholder	Question/Comment	Response
	<p>be crowd safety and security impacts associated with more extensive queuing that would need to be considered and mitigated against.</p> <ul style="list-style-type: none"> <li>• Given the impact on spectator experience, this has the potential to reduce the extent to which White Hart Lane is used by visitors travelling to and from events, thereby risking the ability of the Club to meet its transport mode targets – a commitment that has been made by the Club in order to minimise the impact of the event day travel on the local community.</li> <li>• Finally, whilst noting the historical reference to terracotta in the proposed station cladding, we are concerned about its potential robustness and durability; and the likelihood of it providing an attractive perch for pigeons and other birds</li> </ul>	<p>The construction of the connection underneath the existing railway will require possessions of the railway. The duration and timing of these possessions are to be confirmed.</p> <p>It has been assumed in the design that existing station control procedures will be used to manage future demand, i.e. controlling platform loadings by managing post-match queues outside of the station entrances.</p> <p>The extent of platform canopies is being increased, with new canopies being introduced as an extension of the new station building roofs. The existing platform canopies will remain.</p> <p>Cycle parking provision is in line with TfL guidelines and is an improvement on the current provision both in terms of the quantity, quality and security. There is space provision to increase the level of cycle parking spaces in the future in line with demand.</p> <p>The design includes the provision of three entrances from the main concourse, including an ‘event day door’ referenced by Tim Spencer Co and Movement Strategies. The operation of entrances will be the</p>

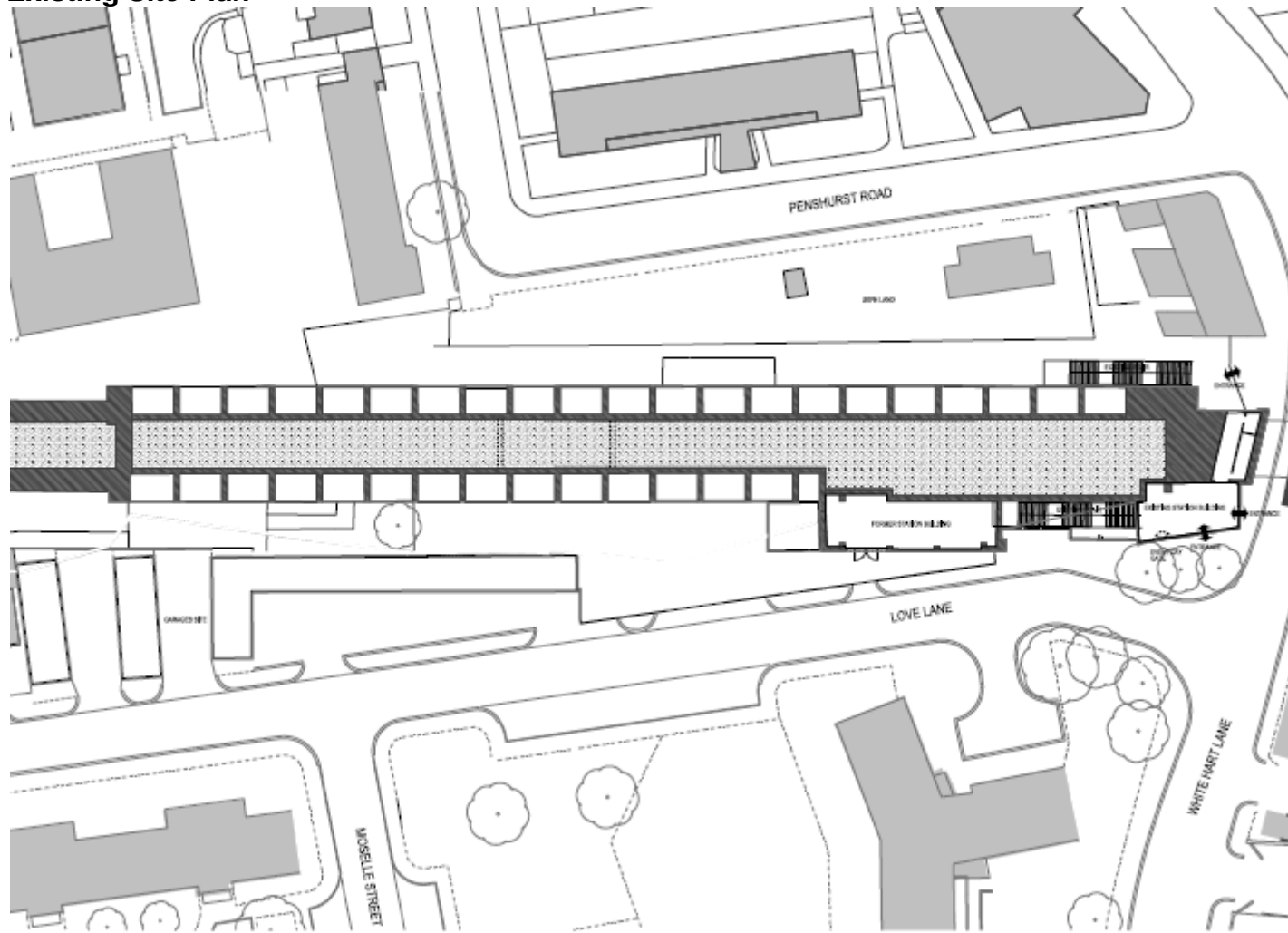
Stakeholder	Question/Comment	Response
		responsibility of the station operator.  Response to materials in above section.
<b>British Police</b>	<b>Transport</b> Original request for conditions withdrawn	Noted

## Appendix 2 Plans and Images

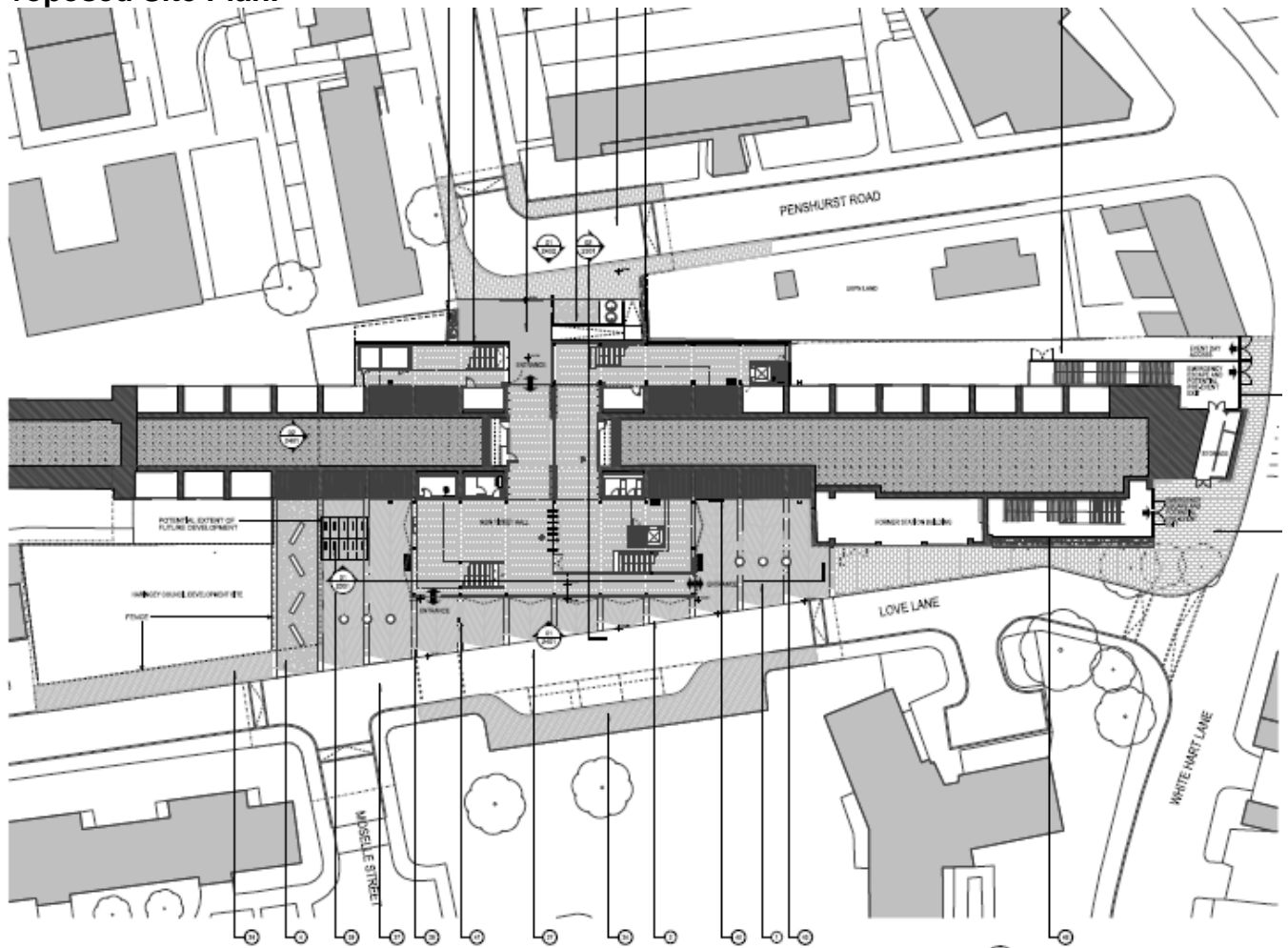
### Location Plan



**Existing Site Plan**



**Proposed Site Plan.**







Proposed elevations and section:



**01 EASTERN VIADUCT ELEVATION**  
1/8" = 1' - 0" / 1/4" = 1' - 0"



**01 WESTERN VIADUCT ELEVATION**  
1/8" = 1' - 0" / 1/4" = 1' - 0"



**East Elevation (looking north)**



**East Elevation (looking south)**



Interior



**Appendix 3 QRP Note**

