OFFICER'S REPORT

Application Number	**HGY/2025/2394**
Type	Full planning permission
Location	Land West of Tottenham Hale Station, Cygnet Way, London
Proposal	Full planning application: "Application for 8no. electric vehicle (EV) charging points, covering canopy, an ancillary toilet facility, landscaping and associated works." (The associated advertisement consent application: "Installation of one infotainment screen, one totem sign, and one fascia sign." may be found under reference HGY/2025/2785)
Case Officer	Gareth Prosser
Valid Date	04/09/2025
Applicant	.
Agent	Miss Caitlin Attrill

1. Site location

The site has been vacant since December 2024. It was formerly in use (2016-2024) as a storage yard with a number of on-site container units, in relation to the ongoing Tottenham Hale Station works. Prior to this, the site was a car park with circa 40 parking bays. Site access is from the south via Watermead Road and Cygnet Way, although this is restricted by a gate, and the site is not accessible to the public.

The site is adjacent to Tottenham Hale train station and is in Tottenham Hale District Centre, as defined by Haringey Local Plan Policy: SP10 (Town Centres). The main station building sits to the south, and the trainline sits to the east. To the north of the site is a vacant area which is being utilised for informal industrial storage. The site is bound to the west by Watermead Road with residential and commercial mixed use beyond. There is a taxi rank and pick up point to the south-east of the site serving the station.

The site is within the Tottenham Hale Area Action Plan (AAP) (2017) designation. Within the AAP, the site falls within site allocation TH2: Tottenham Hale Station.

The site is not located within a conservation area.

2. Description of Proposal

The application proposes:

- 8no. electric vehicle (EV) charging points
- Covering canopy
- An ancillary toilet facility
- Landscaping and associated works.

Note: The proposed Advertisement Consent application seeks consent for the installation of one infotainment screen, one totem sign, and one fascia sign. This is subject to a separate Advertisement Consent Application.

3. Relevant Planning and Enforcement history

N/A

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Regeneration:

I am writing to provide outline our support for the proposed temporary use of the site referenced in the planning application (HGY/2025/2394).

These proposals should be clearly framed as a meanwhile measure that will remain entirely compatible with, and not prejudice, the future delivery of the planned east–west bridge connection or the wider enhancement of the station forecourt public realm currently being developed by Transport for London in partnership with the London Borough of Haringey.

In alignment with Shaping Tottenham, the Council's 10 year Placemaking Strategy, the improvement of the station forecourt public realm is a strategic priority for the London Borough of Haringey. This work is essential to establishing a high quality arrival experience at Tottenham Hale. Relocation of the taxi drop off area to Cygnet Way forms an integral component of these improvements, supporting a more efficient transport interchange and unlocking valuable land for new commercial activity. Funding pathways are actively being pursued, with the forthcoming UEFA European Championships in 2028, hosted at the Tottenham Hotspur Stadium, representing a significant opportunity to accelerate progress and enable delivery within the next two years.

The Placemaking Team supports the granting of a temporary planning consent for a period of up to two years. This timeframe will ensure that the temporary proposals do not obstruct or undermine the planned transformation of the station forecourt. It is vital that the temporary use prioritises the safety and convenience of pedestrians and cyclists, particularly given anticipated increases in footfall arising from major event days, new residential developments, and emerging commercial activity in the area.

We trust that this recommendation assists in the assessment of the application and confirms the strategic alignment of the temporary proposals with the Council's long term Placemaking objectives for this site.

LBH Transportation Group: No objection, subject to condition

LBH Trees: The removal is young fairly low grade replaceable trees. We just need to see the re planting plans (on or off site) to replace with a suitable gain of trees and to meet the BNG objectives.

LBH Nature Conservation Officer: No objection, subject to condition

Transport for London: No objection

Transport for London Spatial Planning: No objection.

5. Local Representations

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: 3
Objecting: 3
Supporting: 0

The following comments were raised in the representations received:

· Loss of 6 disabled parking bays (Officer Comment: the site is currently vacant and there is no loss of disability parking. The application is supported by LBH Transportation)
· Proposal would compromise proposed bridge crossing linking Ashley Road to Perkyns square (Officer Comment: The application is granted on a temporary basis of 2 years and will not impede future implementation of a bridge).

· Loss of trees (Officer Comment: Replacement and additional trees will be required as part of Biodiversity Net Gain Requirements. These cannot be provided on site as the permission is temporary and cannot be retained in the long term.)
· Implications for traffic along Cygnet Way (Officer Comment: The proposal is modest in size and scale and is a temporary proposal. LBH Transportation make no objections, subject to conditions).
· Brightness of lighting should be reduced/turned off at night (Officer Comment: Based on the Assessed Scheme of Lighting, it has been demonstrated that the Proposed Development will be compliant with the residential receptor criteria as set out in ILP Guidance Note 01/21).

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Impact on neighbouring amenity;
4. Transport considerations;
5. Flood Risk and Drainage;
6. Loss of Trees & Biodiversity Net Gain;
6. Land Contamination.

Principle of development

<u>Site Allocation and Masterplan</u>

The site is located within Site Allocation TH2 'Tottenham Hale Station' as outlined in the Tottenham Area Action Plan (Adopted July 2017). The site allocation outlines the creation of a new station interchange, with:

- A) A station environment which supports excellent and efficient public transport facilities.
- B) New residential and/or commercial development above the station, creating the centre of a new district Centre at Tottenham Hale.
- C) Enabling, over the longer term, sites to be developed for new rail projects linked to the STAR and/or Crossrail 2 schemes.
- D) Creation of a new urban square enclosed by activities which help to attract people and increase dwell times, act as a new high quality point of arrival, departure and interchange, and act as a focus for Tottenham Hale district Centre.

- E) Links into routes which are easy, safe and pleasant for people to move through, as set out in the district Centre Framework and streets & spaces strategy, and support east-west and north-south movement.

Policy DM55: regeneration / Master Planning states that 'In the interim period where a masterplan is to be prepared but has not come forward as part of a planning application, proposals must demonstrate that they will not compromise delivery of the outcomes sought by the site allocation'.

Given that the proposed development is located within a site allocation which has already seen the implementation of some development, the proposal is required to either fit within the existing masterplan principles or should not compromise future development of the site.

A full planning permission (HGY/2023/0261) for 'the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works', has been granted within the above site allocation. The application identifies the location of a potential future bridge connection on the current application site. As such, there is a potential conflict between the proposal within this application and the wider masterplanning aspirations for the site.

LBH Placemaking have, in discussions with LBH Planners and the applicant expressed support for the current application on a temporary basis only.

LBH Placemaking states that the proposal 'should be clearly framed as a meanwhile measure that will remain entirely compatible with, and not prejudice, the future delivery of the planned east–west bridge connection or the wider enhancement of the station forecourt public realm currently being developed by Transport for London in partnership with the London Borough of Haringey.

The Placemaking Team supports the granting of a temporary planning consent for a period of up to two years. This timeframe will ensure that the temporary proposals do not obstruct or undermine the planned transformation of the station forecourt. It is vital that the temporary use prioritises the safety and convenience of pedestrians and cyclists, particularly given anticipated increases in footfall arising from major event days, new residential developments, and emerging commercial activity in the area.

The proposal would not prejudice delivery of the east-west bridge connection, station forecourt improvements or the wider aspirations of Site Allocation TH2 because any planning permission would be limited to a period of two years and the

development could be readily removed at the end of that period, allowing the longer-term regeneration objectives for the site to come forward.

As such, a temporary permission on the site which does not undermine the Council's long-term placemaking objectives for this site is supported in principle.

Design and appearance

DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

8no. electric vehicle (EV) charging points & covering canopy

The proposed charging points will all be located beneath a canopy made of clear laminated glass with integrated photovoltaic solar cell array with steel framing overclad with metal profile in a yellow finish and glulam timber columns. The proposal is considered simple, contemporary and in-keeping with the wider urban context which is characterised by contemporary new-build development and the recently re-developed transport interchange at Tottenham Hale to the south.

Ancillary toilet facility, landscaping and associated works.

Similarly, the proposed ancillary toilet facility/amenities unit is a modest, timber clad structure with yellow metal trim to match the aforementioned canopy and a green roof atop.

Overall, the proposal, sandwiched between a highway (Watermead Way) and a railway line is considered acceptable from a design perspective.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate

amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

The proposed size and scale of the proposal is, within its context, modest; with the largest structure being the 6.1m high canopy. In addition, a smaller, single storey structure housing a WC is also included. Given the location of these structures, on the East side of Watermead Way, close the railway line, there is no significant impact to the nearest residential properties to the west of the highway.

The greatest visual impact would potentially be from any lighting proposed as part of signage proposal on the site. All advertisements are subject to a separate advertisement consent whereby restrictions are imposed via conditions.

In any case, based on the Assessed Scheme of Lighting, it has been demonstrated that the Proposed Development will be compliant with the residential receptor criteria as set out in ILP Guidance Note 01/21: The Reduction of Obtrusive Light. By demonstrating compliance with the ILP national guidelines, the proposals ensure that the impact of light pollution on local amenity is suitably limited, consistent with the requirements of the NPPF.

A Noise Assessment has been submitted in support of the application. The assessment concludes that noise arising from the proposed EV charging infrastructure, associated transformers and vehicle movements would have a low impact on nearby residential receptors. The predicted rating levels are below the existing background noise levels and would comply with the requirements of BS4142:2014+A1:2019. Given the site's location adjacent to Tottenham Hale Station and Watermead Way, where the existing noise climate is dominated by transport-related activity, the proposal is not expected to result in unacceptable noise impacts on neighbouring occupiers. The proposal therefore accords with London Plan Policy D14.

The proposal is therefore considered acceptable in terms of amenity.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

The proposals are to install 8 x Ultra Rapid EVCPs and ancillary waiting facilities. Vehicular Access is via Cygnet Way (Private Road).

The application is supported by a Transport Statement. This indicates that based on observed data from a similar site in Greenwich, the proposals will attract 7 vehicles in the morning (am) and 7 vehicles in the evening (pm) peaks. Furthermore, a total of 186 vehicles are expected to visit the site each day. The transport statement also indicates that only 19% of these trips will be 'primary' new trips, with the remaining 81% comprising of 'pass by' and 'diverted' trips - that are already on the adjacent network.

The proposal, granted on a temporary basis, is considered to support sustainable transport measures in line with the above policy to tackle climate change, and providing a positive use of vacant land until more permanent development is implemented. The proposal has been assessed by LBH Transportation who raise no objections, subject to conditions.

Loss of disabled car parking

As outlined within the submitted Planning Statement, the site has been vacant since December 2024. It was formerly in use (2016-2024) as a storage yard with a number of on-site container units, in relation to the ongoing Tottenham Hale Station works. The car park ceased operation in 2016.

Contrary to an objection received, the site's use does not comprise a car park and there is no loss of disabled parking spaces as part of this proposal.

The proposal presents an appropriate opportunity to repurpose brownfield land into an active use for EV charging.

The proposal is considered acceptable from a transportation perspective.

Loss of Trees & Biodiversity Net Gain

To facilitate the development, four trees are proposed for removal. The submitted Arboricultural Assessment identifies the trees as low-quality specimens and

concludes that their removal is acceptable subject to appropriate mitigation and replacement measures.

However, any planning permission granted for this development would be temporary. In the context of Biodiversity Net Gain (BNG), newly created habitats must be secured and maintained for a minimum period of 30 years. As the proposed development would cease after two years, any replacement planting within the site would not contribute towards the statutory BNG requirement. Consequently, replacement planting and biodiversity compensation cannot be relied upon on-site, as reflected in the submitted BNG Assessment.

A Biodiversity Net Gain Assessment prepared by Ecosupport Ltd concludes that, following the proposed development, there would be a net habitat loss of 92.35% (0.32 habitat units) and that the statutory trading rules are not satisfied. The assessment identifies that the majority of biodiversity loss would arise from the removal of individual trees on the site boundary. To achieve the required 10% biodiversity net gain and satisfy the trading rules, the applicant proposes to secure 0.36 off-site biodiversity units from a local BNG provider, of which a minimum of 0.34 units would comprise individual trees or a habitat of higher distinctiveness. Subject to the provision of these off-site units, the development would meet the statutory biodiversity net gain requirements.

Given the temporary nature of the development and the impracticality of delivering qualifying replacement planting on-site, an off-site biodiversity solution is considered acceptable in this instance. The Council's Tree Officer has advised that details demonstrating how the Biodiversity Net Gain requirements and replacement planting strategy will be secured should be provided.

A condition requiring the submission and approval of a Biodiversity Gain Plan has been attached to any planning permission. This will ensure that the development delivers the statutory biodiversity net gain requirement through appropriate on-site and/or off-site measures in accordance with Schedule 7A of the Town and Country Planning Act 1990.

Subject to compliance with the Biodiversity Gain Plan and associated condition requirements, the proposal is considered acceptable from both an arboricultural and biodiversity perspective.

Flood Risk and Drainage

The site is located within Flood Zone 2 and is supported by a site-specific Flood Risk Assessment. The proposed EV charging facility and ancillary amenities building are classified as a less vulnerable use and are therefore appropriate within Flood Zone 2.

The submitted assessment concludes that the site benefits from existing flood defences and is at low risk of flooding from fluvial, surface water, groundwater, sewer and tidal sources. Furthermore, the development would not increase flood risk elsewhere, subject to the implementation of the proposed drainage strategy. The proposal is therefore considered acceptable in flood risk and drainage terms and accords with Policy SP5 of the Local Plan and the NPPF.

Land Contamination

The site has a long history of railway-related uses and more recently operated as a car park and contractor compound. A Phase I Desk Study identifies a moderate risk of contamination associated with historic land uses and recommends a Phase II Ground Investigation. Given the proposed public use of the site, it is considered necessary and reasonable to secure investigation and any remediation through condition. Subject to this, the proposal is considered acceptable with regard to land contamination.

Conclusion

The design, siting and form of the 8no. electric vehicle (EV) charging points, covering canopy, an ancillary toilet facility are considered to be acceptable in design terms, the appearance of the building and context of the site allocation when granted on a temporary basis. The proposal will not adversely impact the residential and visual amenities of neighbouring occupiers. Biodiversity Net Gain requirements are secured via condition.

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. CIL Applicable

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for Mayoral or Haringey's CIL charge.

8. Recommendation

The application is recommended for approval subject to the following conditions:

Conditions:

1	This permission shall be for a limited period expiring on October 23rd. 2028 when the development hereby approved shall be removed and the land reinstated. Reason: To ensure development does not compromise delivery of the outcomes sought by the site allocation Site TH2 'Tottenham Hale Station' as outlined in the Tottenham Area Action Plan (Adopted July 2017).
2	The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission. Reason: For the avoidance of doubt and in the interests of proper planning.
3	No development shall commence until a Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall demonstrate how the development will achieve a minimum 10% Biodiversity Net Gain and shall include details of the off-site biodiversity units required to compensate for the habitat losses identified within the submitted Biodiversity Net Gain Assessment. Reason: The submitted Biodiversity Net Gain Assessment demonstrates that the development would result in a loss of biodiversity and cannot achieve the required gain through on-site measures alone. The condition is therefore necessary to secure a minimum 10% Biodiversity Net Gain in accordance with Schedule 7A of the Town and Country Planning Act 1990, Policy G6 of the London Plan (2021) and the National Planning Policy Framework.
4	No development, including vegetation clearance and tree removal, shall commence until a Precautionary Working Method Statement for bats has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be implemented in full. Vegetation clearance and tree removal shall take place outside the bird nesting season (March to August inclusive) unless a survey undertaken by a suitably qualified ecologist confirms the absence of active nests immediately prior to works. Where active nests are identified, an appropriate exclusion zone shall be maintained until the nest is no longer in use. Reason: To safeguard protected species and biodiversity in accordance with Policy DM19 of the Haringey Development Management DPD, Policy SP13 of the Strategic Policies DPD, Policy G6 of the London Plan and the NPPF.
5	Prior to the commencement of development, a scheme for the investigation and assessment of the nature and extent of contamination affecting the site

	shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall be carried out in accordance with the approved details. Where contamination is identified, a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to first use of the development. A verification report demonstrating completion of the approved remediation measures shall thereafter be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that risks associated with land contamination are investigated and, where necessary, remediated in the interests of human health and the environment.

Informatives:	
•	INFORMATIVE: Land Ownership The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.
•	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.