

# Land west of Westerfield Road Car Park, South Tottenham

## PLANNING, DESIGN AND ACCESS STATEMENT

### Installation of no. 1 Gas Governor Kiosk



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# 1. Introduction

- 1.1 This planning statement has been prepared on behalf of Cadent Gas Limited (Cadent) in relation to a proposed development on land to the west of Westerfield Road Car Park, South Tottenham, N15 5LD.
- 1.2 Cadent Gas is a regulated business with statutory responsibilities of gas services to over eleven million consumers in the West Midlands, Northwest England, East of England and North London.
- 1.3 The proposed development comprises the installation of a new gas governor kiosk.
- 1.4 This application should be read alongside the following plans and documents:
- 1540.03-DG-0001-R1 Site Location Map
  - 1540.03-DG-0002-R1 Existing Block Plan
  - 1540.03-DG-0003-R1 Proposed Block Plan
  - 1540.03-DG-0004-R1 Site Elevation View
  - 1540.03-DG-0005-R1 Rendered Site Elevation View
  - P3694-AIA01 Arboriculture Impact Assessment
  - P3694-TPS01 Tree Protection Scheme

## 2. Site and Surrounding Area

- 2.1 The proposed site is situated on land to the west of Westerfield Road Car Park, South Tottenham, N15 5NP at Ordnance Survey National Grid Reference: TQ 33496 88970 (Easting: 533496, Northing: 188970), as shown on plan reference: 1540.03-DG-0001-R, which has been submitted as part of this application. The site falls within the jurisdiction of London Borough of Haringey Council.
- 2.2 The proposed site comprises an area of soil and weeds with a tree in the south-eastern corner of the site, adjacent to the existing palisade and concrete fencing. Westerfield Road Car Park is located adjacent to the site to the south-east and the overground train network is located along the western boundary of the site.



Figure 1 – Existing Site (Looking North)



Figure 2 – Existing Site (Looking South)

- 2.3 The site is currently accessed via an existing pedestrian gate, which is positioned along the existing fenceline to the south. This gate allows access from the adjacent car park into Network Rail land where the proposed site is situated.
- 2.4 The site is located within Flood Zone 1 and is within land that is at a very low risk of flooding via surface water.
- 2.5 The nearest statutory environmental designation is 'Walthamstow Reservoirs' Site of Special Scientific Interest ("SSSI") which is approximately 980m east of the site. The site is therefore situated within an SSSI Impact Risk Zone. 'Springfield Park' Local Nature Reserve ("LNR") and Registered Park & Garden is also approximately 1.6km south-east of the site.
- 2.6 The nearest statutory heritage asset is 'Barclays Bank' (Grade II) Listed building which is approximately 190m north-east of the site. Spring Cottage (Grade II) Listed Building is approximately 350m north-east of the site.

- 2.7 The are no Tree Preservation Orders (“TPO’s”) located on site or within the immediate surrounding area and the site is not located within a Conservation Area, however, ‘Clyde Circus’ Conservation Area is approximately 50m north-west of the site.
- 2.8 There are no Public Right of Way located on site or within the immediate surrounding area.

## Planning History

- 2.9 In December 2017, planning permission was granted for the temporary use of the site for up to 7 years for the installation of modified shipping containers to provide mixed use workspace, retail, bar/food events, performances, and green spaces. Approved with conditions 15/12/2017 (HGY/2017/0802).

### 3. The Development Proposal

- 3.1 This application seeks full planning permission for the installation of a new Gas Governor kiosk on land to the west of Westerfield Road Car Park, South Tottenham on West Green Road, N15 5NP.
- 3.2 The existing underground gas governor located on Broad Lane was installed in the mid 1970's as part of the conversion from towns gas. Maintenance visits over the last 12 months have highlighted that the gas governor is deteriorating. Several escapes have been called in and rectified and there have been water ingress problems into the governor pit which are speeding up the deterioration process despite efforts to resolve. Consequently, this gas governor requires replacement.
- 3.3 To meet current standards, the replacement gas governor needs to be sited above ground, within a kiosk. The existing location of the Broad Lane gas governor is not considered suitable given the proximity of the Seven Sisters tube station exit. The proposed site on land west of Westerfield Car Park provides a suitable alternative position.

#### Amount and Scale

- 3.4 The new gas governor kiosk will measure approximately 7.45m in length x 4.50m in width x 3.00m in height (3.8m to the top of the vent stack). It will have a footprint of approximately 33.53m<sup>2</sup> and an internal capacity of approximately 100.58m<sup>3</sup>.
- 3.5 The security fencing used to secure the site will measure approximately 2.4m in height.

#### Appearance

- 3.6 The kiosk will be constructed from Glass Reinforced Plastic ("GRP") and the external coating will be coloured Holly Green (BS4800 14 C 39). A double personnel door will be installed on the northern and southern elevations and a vent stack provided on the south eastern corner of the kiosk.
- 3.7 The security fencing will comprise grey steel palisade fencing.

#### Layout

- 3.8 The kiosk has been sited on an area of scrub land, adjacent to the railway wall. A new perimeter fence is proposed around the footprint of the kiosk, and a new section of palisade fencing along the existing fenceline will be installed to provide a double entry into the gas governor site, which is a requirement of Network Rail.
- 3.9 The position and appearance of the proposed Gas Governor kiosk is illustrated on plan refs: 1540.03-DG-0003-R1 (Proposed Block Plan) and 1540.03-DG-0005-R1 (Rendered Site Elevation View).

## Access

- 3.10 The site is currently accessed via a small pedestrian gate off Westerfield Road Car Park into Network Rail land. A new double access gate will be installed immediately in front of the new gas governor kiosk location, to provide immediate access to the car park and beyond. Two sets of gates (one double and one single) will be provided within the perimeter fencing around the kiosk to provide access into and out of the site.

## 4. Planning Policy

- 4.1 Planning policy relating to the application site is formed through:
- Local Planning Policy
  - National Planning Policy
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development Plan material to the proposal consists of:
- London Borough of Haringey Local Plan: Development Management Development Plan Document (DPD) (Adopted July 2017).
- 4.3 In addition to the Development Plan, applications should also have regard to the National Planning Policy Framework (NPPF), National Planning Practice Guidance, which are material considerations in any determination.

### London Borough of Haringey Local Plan: Development Management Development Plan Document (DPD) (Adopted July 2017)

- 4.4 The Development Management Development Plan Document ("DPD") was adopted on the 24<sup>th</sup> July 2017. It sets out the strategic planning policy the London Borough of Haringey, including the spatial vision and objectives. It sets out a development strategy that identifies the level of development which is expected to be undertaken in Haringey up until 2026.
- 4.5 The following policies are considered relevant to this application.

#### ***Policy DM1 – Delivering High Quality Design***

- 4.6 This policy states that the Council will support design-led development proposals which demonstrate how the quality of the development will be secured when it is built and are inclusive and incorporate sustainable design and construction principles. Proposals must also ensure a high standard of privacy and amenity for the development users and neighbours and address issues of vibration, noise, fumes and odour.

#### ***Policy DM5 – Locally Significant Views and Vistas***

- 4.7 This policy states that development proposals within the viewing corridors of the Locally Significant Views must enhance the viewers ability to recognise and appreciate the landmark being viewed and have regard to views identified In Conservation Areas Appraisals and Management Plans.

#### ***Policy DM7 – Development on Infill Backland and Garden Sites***

- 4.8 This policy states that development proposals for infill, backland and garden land must:
- Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
  - Provide site specific and creative response to the built and natural features of the area;
  - Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;

- Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
- Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

***Policy DM9 – Management of the Historic Environment***

- 4.9 This policy states that development that conserves and enhances the significance of a heritage asset and its setting will be supported. Proposals affecting a designated or non-designated heritage asset and its setting will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance.

***Policy DM19 – Nature Conservation***

- 4.10 This policy states that development proposals on sites which are, or are adjacent to, internationally designated sites, sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, should protect and enhance the nature conservation value of the site.
- 4.11 Development that has a direct or indirect adverse impact upon important ecological assets, either individually or in combination with other development, will only be permitted where;
- The harm cannot be reasonably avoided; and
  - It has been suitably demonstrated that appropriate mitigation can address the harm caused.

***Policy DM21 – Sustainable Design, Layout and Construction***

- 4.12 This policy states that new developments will be expected to consider and implement sustainable design, layout and construction techniques. Proposals should maximise opportunities to enhance biodiversity on-site, including through appropriate landscaping, Sustainable Drainage Systems and wherever possible, use building materials with high environmental performance ratings.

***Policy DM23 – Environmental Protection***

- 4.13 This policy states that all development proposals should consider air quality and be designed to improve and mitigate the impact on air quality in the borough. The Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.

***Policy DM24 – Managing and Reducing Flood Risk***

- 4.14 The Council will ensure that all proposals for new development avoid and reduce the risk of flooding to future occupants and do not increase the risk of flooding. All proposals within Flood Zone 2 and 3 must be informed by a site specific Flood Risk Assessment. All new proposals will be required to manage and reduce surface water run-off and manage water and waste water discharges.

***Policy DM25 – Sustainable Drainage Systems***

- 4.15 All proposals for new development must seek to manage surface water as close to its source as possible in line with London Plan drainage hierarchy. The Council will require Sustainable Drainage Systems (SuDS) to be sensitively incorporated into new development by way of site layout and design. Where SuDS are implemented, they will be expected to meet the requirements set out in the Council's relevant local standards and guidance.

***Policy DM27 – Protecting and Improving Groundwater Quality and Quantity***

- 4.16 This policy states that all new proposals must ensure there is no adverse impact on groundwater quality, either by design, construction or operation of the development, and appropriate techniques are used in order to limit disturbance to natural groundwater flows.

**National Planning Policy Framework (2023)**

- 4.17 National policy is set out in the NPPF which was updated in December 2023. This framework seeks to ensure sustainable forms of development and good design, alongside the protection and enhancement of the environment.
- 4.18 [Paragraph 8](#) states the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. The first of these is an economic objective, to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure.
- 4.19 [Paragraph 11](#) states there should be a presumption in favour of sustainable development. Local plans should positively seek opportunities to meet the development needs of their area and development proposals which accord with an up-to-date development plan should be approved without delay. Where there are no relevant development plan policies, or the policies are out-of-date, permission should be granted unless policies in the Framework that protect areas or assets of particular importance prove a clear reason for refusing the proposed development, or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 4.20 [Paragraph 12](#) states where a planning application conflicts with an up-to-date development plan Local Planning Authorities may take decisions that depart from an up-to-date development plan where material considerations in a particular case indicate that the plan should not be followed.
- 4.21 [Paragraph 20](#) states strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk, coastal change management and the provision of minerals and energy.
- 4.22 [Paragraph 25](#) states authorities should collaborate to identify the relevant strategic matters which they need to address in their plans and should engage with infrastructure providers.
- 4.23 [Paragraph 26](#) states effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary.

- 4.24 [Paragraph 28](#) outlines non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include the provision of infrastructure.
- 4.25 [Paragraph 81](#) states planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt.
- 4.26 [Paragraph 82](#) states planning policies should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.
- 4.27 [Paragraph 111](#) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.28 [Paragraph 124](#) states planning policies and decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement.
- 4.29 [Paragraph 153](#) confirms plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

### **National Planning Practice Guidance (NPPG) - Water supply, wastewater and water quality (July 2019)**

- 4.30 The NPPG provides guidance on water supply, wastewater and water quality. It states that adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change.

## 5. Planning Policy Assessment

- 5.1 This application seeks full planning permission for the installation of a new Gas Governor kiosk on land to the west of Westerfield Road Car Park.
- 5.2 An assessment of the proposed development has been made against the relevant planning policy framework for the area and other material considerations in accordance with Section 38 (6) of the 2004 Planning and Compulsory Purchase Act.
- 5.3 The assessment considers the following matters:
- Need for Development
  - Principle of Development
- 5.4 Technical Assessment:
- Design
  - Heritage
  - Access
  - Arboriculture
  - Amenity
  - Ecology
  - Flood Risk and Drainage

### Need for Development

- 5.5 The existing underground gas governor located on Broad Lane was installed in the mid 1970's as part of the conversion from towns gas. Maintenance visits over the last 12 months have highlighted that the gas governor is deteriorating. Several escapes have been called in and rectified and there have been water ingress problems into the governor pit which are speeding up the deterioration process despite efforts to resolve. Consequently, this gas governor requires replacement.
- 5.6 To meet current standards, the replacement gas governor needs to be sited above ground, within a kiosk. The existing location of the Broad Lane gas governor is not considered suitable given the proximity of the Seven Sisters tube station exit. The proposed site on land west of Westerfield Car Park provides a suitable alternative position.

### Principle of Development

- 5.7 Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with Development Plan unless material considerations indicate otherwise. For the purposes of this Act, the Development Plan relevant to this proposal comprises the London Borough of Haringey Local Plan: Development Management Development Plan Document ("DPD") (Adopted July 2017).
- 5.8 Ensuring sustainable development is achieved is at the heart of local and national planning policy and is key to deciding whether the principle of development is acceptable. Paragraph 8 of the NFFP sets out that the planning system has three overarching objectives, which are: economic, social and environmental, and that these are interdependent and need to be pursued in mutually

supportive ways. On reflection, it is considered that this development can constitute sustainable development because:

- a) From a social perspective the development provides opportunities for job creation (construction and on-going operation and maintenance of the site);
- b) From an economic perspective it will ensure that the required infrastructure and gas supply is in place to support existing and future development in the catchment.
- c) From an environmental perspective, the position of the kiosk does not have an undue impact on the environment.

5.9 Therefore, in accordance with Paragraph 8 of the NPPF, the proposal will contribute to the objective of sustainable development and in particular aims to deliver environmental improvements. The provision of infrastructure is supported in local policy. Policy DM49 (London Borough of Haringey DPD 2017) states that that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities.

5.10 The proposed development has been carefully positioned and designed to minimise impacts on the surrounding environment, landscape, heritage, and amenity as far as practicable, whilst ensuring the required infrastructure needs are met on the site. The development is therefore considered to be compliant with the local and national planning policies set out above and acceptable in principle.

## Technical Assessment

### Design

5.11 The proposed works have been designed to ensure that the impact on the surrounding area is minimised as far as practicable. The kiosk will be constructed from Glass Reinforced Plastic ("GRP") and coloured Holly Green (14 C 39) and will render a textured finish. The kiosk will be situated within a perimeter security fence for protection from trespass and vandalism. This fencing will be grey palisade fencing, which is the same as the existing fencing in the immediate vicinity. The proposed works are considered to be compliance with Policy DM1 and DM7 of the London Borough of Haringey DPD (2017).

### Heritage

5.12 The nearest known statutory heritage asset to the site is 'Barclays Bank' (Grade II) Listed Building which is approximately 190m north-east of the site. 'Spring Cottage' is approximately 350m north-east of the site. It is considered that given the scale of the works, distance, and intervening features between the site and these assets, there is unlikely to be any notable adverse impact upon their character and setting.

- 5.13 Therefore, the proposed development is not anticipated to have any significant adverse impacts on any known designated built heritage assets in accordance with Policy DM9 of the London Borough of Haringey DPD (2017).

## Access

- 5.14 The site is currently accessed via a small pedestrian gate off Westerfield Road Car Park into Network Rail land. A new double access gate will be installed immediately in front of the new gas governor kiosk location, to provide immediate access to the car park and beyond. Two sets of gates (one double and one single) will be provided within the perimeter fencing around the kiosk to provide access into and out of the site.
- 5.15 The construction phase of the proposed development may result in a temporary increase in vehicular movement to and from the site. However, the existing road network and car park access from the highway are considered suitable to accommodate such vehicles for the temporary construction period. The applicant will follow their usual standards when carrying out the construction works to avoid any adverse impacts on the safety of the local highway network and amenity of the local area. Once operational, it is not anticipated that the proposed works will result in undue levels of traffic to and from the site as maintenance requirements will be minimal.
- 5.16 The access arrangements serving the proposed development are deemed suitable for the construction and operation of the site, and no adverse impacts on highways are considered likely to result from the works. Therefore, it is considered that the development is compliant with Paragraph 111 of the NPPF 2023.

## Arboriculture

- 5.17 Given the presence of an existing tree south of the proposed site, an Arboricultural Impact Assessment ("AIA") and Tree Protection Plan ("TPP") have been prepared by Ligna Consultancy Ltd in March 2024 and are submitted with this application:
- Arboricultural Impact Assessment (Report P3694-AIA01 V1)
  - Tree Protection Scheme (Report P3694-TPS01 V1)
- 5.18 The report reviews the relationship between the proposed development and the existing tree situated south of the site and identifies all areas where specific working methods are required to ensure protection of retained trees. The AIA identified the tree (T1) as being within the B (moderate quality) category. The AIA notes that no trees are to be removed as part of the proposed scheme, although recognises that pruning may be required. Considering the anticipated arboricultural impact from the construction activities associated with the development of the site, and the implementation of the proposed mitigation measures, the proposed development's arboricultural impact is considered to be acceptable.
- 5.19 Given all trees in close proximity to the site will be retained, the proposal demonstrates compliance with Policy DM7 (Development on Infill Backland and Garden Sites) of the Development Management Policies Development Plan Document (DPD) (2017).

## Ecology

- 5.20 The proposed site is situated within a defined ecological corridor. However, the site has limited ecological value in its current state. The proposed development is therefore not considered to have an undue impact on any environmental features in line with Policy DM19 and DM23 of the London Borough of Haringey DPD (2017).

## Amenity

- 5.21 The proposed kiosk will be seen in context with the neighbouring railway line walling and fencing in the locality. The kiosk will be obscured by existing built form and the proposed fencing. The site has no direct visual receptors and does not lie within an area of landscape designation.
- 5.22 The proposed kiosk is not considered likely to result in any adverse impacts on the amenity of relevant receptors, and it is considered that the development accords with Policy DM1 of Borough of Haringey DPD (2017).

## Flood Risk and Drainage

- 5.23 The site is located within Flood Zone 1 and is with an area of very low risk of flooding via surface water. Due to the small scale nature of this development and limited increase in impermeable areas, it is proposed for surface water to run-off into the surrounding land. It is not considered that the proposed development will result in a heightened risk of flooding elsewhere, in line with Policies DM24 and DM25 of the London Borough of Haringey DPD (2017).

## 6. Conclusion

- 6.1 This planning application seeks full planning permission for the installation of a gas governor kiosk on land to the west of Westerfield Road Car Park. The existing underground governor under Broad Lane needs replacing and it will not comply with current gas safety standards if replaced in its current position. Consequently, the proposed kiosk is sited on land to the west of Westerfield Car Park adjacent to the raised railway line and existing fencing.
- 6.2 The proposed works will be situated within a land parcel which is well screened, and the development is not considered likely to result in any significantly adverse impacts on local ecology, heritage assets, highways or local amenity. The proposed kiosk has been carefully designed to be the minimum scale necessary to fulfil operational purposes.
- 6.3 The proposal has been demonstrated to accord with the aims and objectives of both local and national planning policy and it is therefore respectfully requested that planning permission be approved.