

## REQUEST FOR DIRECTOR DECISION – DD1391

**Title: Station Approach White Hart Lane**

### Executive Summary:

The Station Approach project is part of the wider High Road West plans, incorporating a new public open space that links a new White Hart Lane Station entrance to the High Road and Tottenham Hotspur Football Club (THFC) stadium. In April 2012 the IPB stage 2 approval set aside £8.5m capital MRF funding for the Station Approach project. Approval of the High Road West Masterplan and securing of additional TfL funding mean there is now enough certainty to approve further specific expenditure.

The Mayor (under cover of MD895 and MD1092) approved a programme of delivery in Tottenham through to March 2017, with investment decisions within this timeframe being delegated to the Executive Director for Development, Enterprise and Environment.

On 30 October 2015 Investment Performance Board 'approved in principle' the proposed allocation of funding set out in this Directors Decision report and its approval under delegated decision making set out in MD 895.

### Decision:

That the Executive Director approves -

- The award of up to £3m of Mayor's Regeneration capital funding to Transport for London to deliver an improved station at White Hart Lane.
- The award of up to £1m of Mayor's Regeneration capital funding to Transport for London to deliver public realm improvements in the wider area.
- The award of up to £800,000 of Mayor's Regeneration capital grant to LB Haringey to purchase land required to deliver the improved station and public realm.

### AUTHORISING DIRECTOR

I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

**Name:** Fiona Fletcher-Smith

**Position:** Executive Director-Development,  
Enterprise & Environment

**Signature:**



**Date:**

16/11/15

## **PART I - NON-CONFIDENTIAL FACTS AND ADVICE**

### **Decision required – supporting report**

#### **1. Introduction and background**

- 1.1. Authority was delegated by MD895 to the Executive Director of Development, Enterprise and Environment to agree individual schemes, subject to input from the GLA Finance Team, GLA Economics and TfL Commercial Law Team with each investment subsequently reported to IPB.
- 1.2. In April 2012 the IPB stage 2 approval set aside £8.5m capital Mayor's Regeneration Fund (MRF) funding for the Stadium Approach project. The Stadium Approach project is part of the wider High Road West (HRW) Regeneration Scheme, incorporating a new public open space that links a new White Hart Lane Station entrance to the High Road and Tottenham Hotspur Football Club (THFC) stadium.
- 1.3. In December 2012 £872,000 MRF expenditure for the purchase of key sites was authorised under DD938. In 2013/14 £436,447 was utilised to purchase 731 Tottenham High Road.
- 1.4. In July 2014 a shift in the focus of the North Tottenham programme was highlighted in a report to IPB. This report noted that £2,600,000 funding was earmarked for improvements to the White Hart Lane ticket hall, the station rail arches and the surrounding public realm. £5,028,000 was available for site acquisitions. The name of the project became Station Approach to reflect this shift in focus.
- 1.5. In October 2014 £200,000 MRF expenditure for the development of RIBA stage 2 proposals for White Hart Lane station, the surrounding public realm and utilising the railway arches was approved under DD1127. In 2015/16 this £200,000 was used for the development of RIBA stage 2 proposals. The RIBA stage 2 report established the anticipated cost of land acquisitions, station and public realm works, required to deliver the improved station and public realm.
- 1.6. This leaves a £7,863,553 unspent MRF.
- 1.7. In December 2014 LB Haringey Cabinet approved the High Road West (HRW) Masterplan Framework, the next steps for the HRW Regeneration Scheme, the funding requirement from the Housing Revenue Account (£8.72m) and use of the borough's Strategic Acquisition pot for funding early purchases of business properties in the HRW area.
- 1.8. LB Haringey has set the following timescales for the delivery of the High Road West Scheme:
  - Summer 2015 - Delivery approach agreed/Public sector funding provisionally agreed
  - Autumn 2015 - Procurement process commenced
  - Autumn 2016 - Delivery partner secured
  - 2017 - Planning application submission.
- 1.9. In March 2015 TfL secured £11m from their Growth Fund towards the costs of the improved station. This means, in combination with the proposed MRF allocation, a full funding package is in place for the White Hart Lane station and associated public realm works. TfL is committed to delivery of this project in by 2018.
- 1.10. As a result of TfL securing the funding from the Growth Fund and refreshed negotiations with THFC, the Tottenham Delivery Board endorsed the detailed allocation of £4.8m (as set out in paragraph

1.11) from the overall £8.5m approved by IPB in 2012. The Tottenham Delivery Board also agreed that LB Haringey will make all land purchases and transfer ownership of any land required to deliver the station to TfL.

1.11. The Tottenham Delivery Board also agreed in principle that the remaining £3,063,553 funding could be used for phase 1 acquisitions in station approach – subject to further development and the GLA's decision making process.

1.12. On 30 October 2015 Investment Performance Board 'approved in principle' the proposed allocation of funding set out in this Directors Decision report and its approval under delegated decision making set out in MD 895.

1.13. This report seeks Executive Director approval for expenditure of;

- £3m of capital funding to Transport for London to deliver an improved station at White Hart Lane
- £1m of capital funding to Transport for London to deliver public realm improvements in the wider area as indicated in Appendix A attached.
- £800,000 of capital grant to LB Haringey to purchase land required to deliver the improved station and public realm.

## **2. Objectives and expected outcomes**

2.1. The objective of this phase of the Station Approach project is to deliver an improved White Hart Lane station and by doing this, to make the wider High Road West Scheme more deliverable.

2.2. The first phase will focus on the delivery of a new White Hart Lane Station entrance and the immediate public realm. The estimated cost of this phase is detailed below:

- £800,000 for station design to GRIP Stage 3
- £2.2m detailed design to GRIP stage 6
- £1m to fund the public realm in and around the station. (The extent of the public realm improvements are indicated in Appendix A.)
- £800,000 to fund the costs associated with assembling the land required to deliver the station.
- Total £4.8m

In combination with spend to date it leaves £3,063,553 of the MRF outstanding.

2.3. Tottenham Delivery Board agreed that the remaining funding could be used for phase 1 acquisitions in station approach. Once acquisitions are further progressed, a paper will be taken to Delivery Board for endorsement – for onward approval through standard GLA processes.

2.4. The current proposed spend keeps us on line to deliver the outcomes agreed by RIG in April 2012 (LBH to supply). It also increases the commitment to apprenticeships and may leverage an additional funding for public realm from TfL Major Schemes.

<b>Outputs</b>
Station design to GRIP stage 3
Planning Application 2015/16
Acquisition of 3 identified properties (1,700sq m of 1,700 sq m land acquired target)
Agreement of funding strategy for associated public realm. Comprised of 2,000 sq m of 2,000 sq m public realm improved (White Hart Lane) and 1,750 sq m of the 1,750 new public realm targets (Love Lane / station environs).
New ticket hall at White Hart Lane station

<b>Outcomes</b>
Firm design and installation plan
Deliverable project
Time savings and improved environment
Improved sense of place and catalytic effect for new investment in wider area. Apprenticeship and job opportunities in the construction phase to be targeted initially to Tottenham residents. Potential leverage of additional funding into HRW area
Reduced congestion on event days (to handle a doubling of pedestrian nos. (to 12,000) using White Hart Lane Station on Stadium event days)

### 3. Equality comments

- 3.1 The project will be developed and delivered in compliance with relevant Codes of Practice and in line with the public sector equality duty.
- 3.2 The project will positively further equality aims by setting specific equality targets for the groups that have been identified as having the highest levels of labour market deprivation (i.e.: parents (including lone parents), women, young people, people with a health condition or disability, and ethnic minorities) for the associated job outcomes.
- 3.3 All documents produced will comply with Mayor of London branding guidelines, themselves based on guidance from the Royal National Institute of Blind People.

### 4. Other considerations

#### a) Key risks and issues

- 4.1 Key risks and issues and their control measures will be reported to the Regeneration Budget and Performance Review, which will oversee the project as part of their regular updates and performance management.

<b>Risk</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Rate</b>	<b>Mitigation</b>
Lack of resource GLA – LBH – TFL	2	4	8	PM and admin support are factored into the costs of the project.
Poor quality response to tender for station works.	1	4	4	Active engagement with the sector and to ensure maximum awareness of the opportunity.
Cost over runs on station works	2	4	8	Close coordination with TfL to ensure costs are managed.
Lack of agreement between GLA and LBH on the allocation of further MRF Resources	1	4	4	HRW governance and project delivery boards to be established so that alignment in approach is achieved in advance of key decisions.

*b) Links to Mayoral strategies and priorities*

4.2 The proposed project is not mentioned in the strategic plan directly, as it is a response to the unforeseen exceptional incidents of August 2011. However, the programme overall, and the individual projects for Tottenham closely link to the Mayor's priority themes of: improving Londoners' quality of life; investing in young Londoners and supporting jobs and growth.

4.3 The project will support the Mayor's priority to deliver growth and jobs, including meeting the Mayor's 200,000 jobs target.

*c) Impact assessments and consultations*

4.5 Since the riots in 2011 Haringey Council has started a dialogue with local residents, businesses and stakeholders to inform and shape the key elements of the overall approach to regeneration in Tottenham. In October 2013, Haringey Council commissioned an independent organisation called Soundings to conduct a thorough five-month consultation exercise called Tottenham's Future, to gather views from the community on their views and ambitions for the next 20 years. The responses fed into and shaped the council's Strategic Regeneration Framework (SRF) for Tottenham, which sets out how the local community's priorities can be achieved. More than 3,700 people contributed to the consultation.

4.6 The works outlined in this report all play a direct and significant role in tackling the key concerns identified through consultation by helping to deliver the strategies for success outlined in the SRF. Individual projects will be developed and delivered in compliance with relevant Codes of Practice and in line with the public sector equality duty.

**5. Financial comments**

5.1 Approval is being sought to grant fund up to £4m to TfL to deliver an improved station at White Hart Lane and associated public realm around the station. As the capital grant will be made pursuant to s.120 of the GLA Act, there will be no funding agreement in respect of this approval.

5.2 Approval is also sought to grant fund up to £800,000 to LB Haringey to purchase land required to deliver the improved station (to be governed by funding agreement).

5.3 The capital cost of up to £4.8m will be funded from the Mayor's Regeneration Fund.

5.4 LB Haringey's Chief Finance Officer will be required to certify that the final sum required is the accurate sum and is in accordance with regulation and proper practice, and will be required to advise how this sum will be reflected in LB Haringey's own accounts.

**6 Legal comments**

6.1 The report indicates that:

6.1.1 the decisions requested of the Director (in accordance with their delegated authority granted pursuant to MD1092) fall within the statutory powers of the GLA to do such things as may be considered to further, and or be facilitative of or conducive or incidental to the furthering of, the promotion of economic and social development in Greater London - including the provision of funding which might be provided by Transport for London where it is for the purposes of, or relates to, housing or regeneration; and

6.1.2 in formulating the proposals in respect of which a decision is sought officers have complied with the Authority's related statutory duties to:

- pay due regard to the principle that there should be equality of opportunity for all people (further details on equalities are set out in section 3 above) and to the duty under section 149 of the 2010 Act to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not<sup>1</sup>;
- consider how the proposals will promote the improvement of health of persons, health inequalities between persons and to contribute towards the achievement of sustainable development in the United Kingdom; and
- consult with appropriate bodies.

6.2 Section 120 of the Greater London Authority Act 1999 (the "Act") provides that the GLA may pay a grant towards meeting capital expenditure incurred or to be incurred by another functional body (such as TfL) for the purposes of, or in connection with, the discharge of its functions.

6.3 The report indicates that the contribution of £800,000 to LB Haringey amounts to the provision of grant funding and not payment for works/supplies or services. Officers must ensure that the funding is distributed fairly, transparently, in accordance with the GLA's equalities and in manner which affords value for money in accordance with the Contracts and Funding Code.

Officers must ensure that an appropriate funding agreement is put in place between and executed by the GLA and recipient before any commitment to fund is made.

## 7. Planned delivery approach and next steps

7.1 The table below outlines full project delivery.

Phase 1 Station Approach activities	Indicative Timescale
Design of improved station and public realm	Summer 2015 – Summer 2016
Planning application	Winter 15/16
Acquire properties needed to deliver	Summer 2016

## Appendices and supporting papers:

Appendix A – Station Approach, Public Realm Map

<sup>1</sup> The protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/ civil partnership status.

**Public access to information**

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

**Note:** This form (Part 1) will either be published within one working day after approval or on the defer date.

**Part 1 Deferral:**

**Is the publication of Part 1 of this approval to be deferred? NO**

If YES, for what reason:

Until what date: (a date is required if deferring)

**Part 2 Confidentiality:** Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

**Is there a part 2 form – NO**

**ORIGINATING OFFICER DECLARATION:**

Drafting officer to  
confirm the  
following (✓)

**Drafting officer:**

Louise Duggan has drafted this report in accordance with GLA procedures and confirms that:

✓

**Assistant Director/Head of Service:**

Debbie Jackson has reviewed the documentation and is satisfied for it to be referred to the Sponsoring Director for approval.

✓

**Financial and Legal advice:**

The Finance and Legal teams have commented on this proposal, and this decision reflects their comments.

✓

**EXECUTIVE DIRECTOR, RESOURCES:**

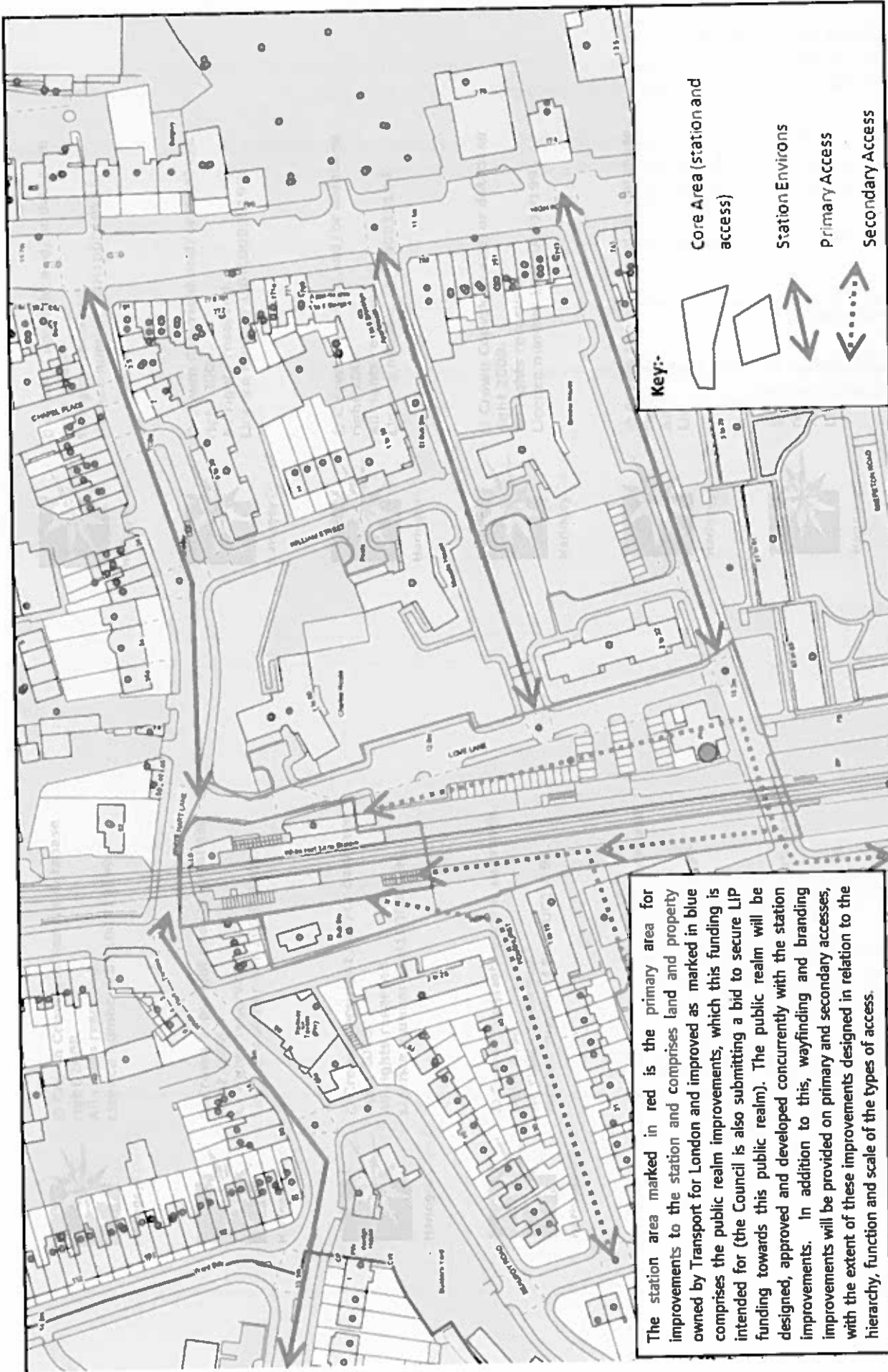
I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

**Signature**

*M. J. Blag*

**Date**

*10.11.15*



Scale 1: 1071

INTERNAL USE ONLY

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office  
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LBH 100019159 (2011)