

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 10 MARCH 2014**

Councillors: Basu, Beacham, Christophides, Mallett (Chair), McNamara, Reid, Reith, Rice, Scott and Strang

| <b>MINUTE NO.</b> | <b>SUBJECT/DECISION</b>   |
|-------------------|---|
| <b>PC08.</b>      | <p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Cllrs Demirci and Solomon for whom Cllrs Christophides and Scott substituted.</p>   |
| <b>PC09.</b>      | <p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Reith identified that she had submitted an objection in response to the consultation on the Tottenham Hale Station planning application and would therefore take no part in discussions for this item.</p> <p>Cllr Strang identified that he was an employee of Transport for London, the applicant for the Tottenham Hale Station application and would therefore take no part in discussions for this item.</p>  |
| <b>PC10.</b>      | <p><b>MINUTES</b></p> <p><b>RESOLVED</b></p> <ul style="list-style-type: none"> <li>• That the minutes of the Special Planning Committee on 20 January and Planning Committee on 3 February be agreed and signed by the Chair.</li> </ul>   |
| <b>PC11.</b>      | <p><b>TOTTENHAM HALE STATION STATION ROAD N17 9LR</b></p> <p>[Cllrs Reith and Strang took no part in discussions on this item]</p> <p>The Committee considered a report on the application to grant planning permission for works to extend the operational railway station at Tottenham Hale including the creation of a new station entrance, enlarged station concourse and improved access. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to referral to the Mayor of London and subject to conditions. The planning officer gave a short presentation highlighting the key aspects of the report.</p> <p>The Committee raised concern over the proposed removal of the existing Ferry Lane subway providing access to the station. Officers advised that unfortunately the subway was incompatible with the proposed scheme due to the positioning of the exit within the station but that two alternative access routes for local residents would be available to the east and west of the subway.</p> <p>A local resident addressed the Committee in objection to the application and raised the following points:</p> <ul style="list-style-type: none"> <li>• Serious concern that the footbridge to Hale Village would not be Disability</li> </ul> |

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Discrimination Act compliant due to the absence of a lift.

- Priority should be given to residents living within the immediate area when applying for jobs generated as a result of the scheme.
- Although it was recognised that the scheme would contribute to the regeneration of the area, concerns were expressed that the consultation on the scheme had been limited and that the views of local people needed to be taken into account.

Cllr Reith addressed the Committee as a local ward Councillor and raised the following points about the application:

- The potential for considerable delay in the installation of lift access to the Hale Village footbridge arising from the dependency on completion of the STAR project. It was considered that a time limit for installation of the lift should be imposed. Disappointment was expressed that ensuring the accessibility of the footbridge had not been factored into the scheme from the beginning particularly as the Hale Village development contained residential units adapted for wheelchair access.
- The overriding focus of the scheme appeared to be transit passengers at the expense of accessibility considerations for local people.
- The potential needed to be explored of facilitating access to the underground station from the Ferry Lane estate via Hale Village.
- A liaison group should be established by the applicant to enable local residents and businesses to be kept informed during the course of the works.

The applicant's representative addressed the Committee and raised the following points:

- The scheme would provide a new landmark for the area as well as significant improvements to access arrangements.
- Three consultation events had been held for local people on plans for the scheme.
- Consideration had been given to retention of the Ferry Lane subway but it was incompatible with the design of the scheme in that the exit would emerge in the centre of the new interchange.
- It was advised that plans for the STAR project would be finalised by the end of the year.
- Confirmation was provided that the applicant would be willing to accept a time limit on installation of a lift leading to the Hale Village footbridge, the establishment of a liaison group and the provision of local wayfinder signage.

Officers advised the Committee of details of condition 65 attached to the planning permission for the Hale Village development which outlined that the provision of pedestrian access from Jarrow Road under Ferry Lane into Hale Village would be reconsidered after the occupation of the first phase of the development. Members agreed that an informative be added to the current application to revisit the feasibility of providing pedestrian access from Jarrow Road under Ferry Lane into the Hale Village development in line with the condition on the Hale Village planning permission.

The Committee agreed to impose a condition requiring the applicant to establish and support a liaison group for the duration of the works with a view to keeping local residents and businesses informed of progress of work, with an accompanying informative that the composition of the liaison group be agreed in writing with the

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Council prior to its establishment.

An amendment to condition 12 was also agreed to impose a time limit of three years from the commencement of the scheme for the implementation of lift works linking the Hale Village footbridge to the ticket hall.

The Chair moved the recommendation of the report including the additional condition covering the liaison group, additional informative and amendment to condition 12 and it was

**RESOLVED**

- That planning application HGY/2013/2610 be approved subject to referral to the Mayor of London and subject to conditions.

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 the Planning & Compulsory Purchase Act 2004 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: A-600-010, A-600-011, A-600-012, A-600-013, A-600-020, A-600-021, A-600-022, A-600-023, A-600-024, A-600-025, A-600-026, A-600-027, A-600-028, A-600-030, A-600-031, A-600-032, A-600-033, A-600-034, A-600-035, A-600-036, A-600-037, A-600-038

Design & Access Statement December 2013

Transport Statement December 2013

Air Quality Assessment December 2013

Arboricultural Impact Assessment December 2013

Archaeological Assessment December 2013

Biodiversity Survey and Report December 2013

Sustainable Design and Construction Statement December 2013

Flood Risk Assessment December 2013

Noise Impact Assessment December 2013

Contaminated Land Assessment December 2013

Crime Prevention Statement December 2013

Statement of Community Involvement December 2013

Site Waste Management Supporting Statement December 2013

Planning Statement December 2013

Briefing Note: Cycling Provision January 2014

Briefing Note: Local Labour and Employment January 2014

Briefing Note: Environment Agency Query February 2014

Briefing Note: Provision of a Lift February 2014

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 external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include:

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- the glass planks
- the frieze below the glass cladding from the ground floor walls up to bottom edge of the band below the glass planks,
- the junction between the frieze and the glass planks
- the frieze/parapet / capping above the glass planks
- the floor
- any gates including the gate to the entrance from Hale Village.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. No development 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 2011.

5. A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition in accordance with a timetable to be submitted to and approved by the Local Planning Authority.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

6. Prior to the commencement of the development hereby permitted, details of the proposed station management for the demolition and construction phase shall be submitted to and approved by the Local Planning Authority and Transport for London. Such details to include but not limited to passenger way finding signage information, arrangements to address the pedestrian passenger flows in and around the station, and the method by which pedestrians will be informed of these works. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers

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at the interchange.

7. 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 signage strategy shall include the provision of signage directing visitors to both the Lea Valley Walk and the Lee Valley Regional Park, via the new Hale Village Link, and the taxi rank for passengers exiting the station. 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.

8. 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;
- the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.
- 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 Tottenham Hale 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
- measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase
- 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.

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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 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

9. 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. 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.

10. Prior to the commencement of the development hereby permitted, a mitigation and enhancement strategy for the ecological receptors around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) in accordance with London Plan Policies Policy 7.19 and Local Plan Policy SP13.

11. 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.

12. 6 months after commencement details of the location and size of the lift linking the western extreme of the Hale Village footbridge to the ticket hall and the phasing and implementation of these works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the works shall be carried out in accordance with the approved details within 3 months of completion of the STAR works or a decision not to implement STAR works. The lift works should be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure ease of access for the less mobile members of the community.

13. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and reused on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be

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implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

14. 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.

15. 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.

INFORMATIVE: Waste Management Waste generated by the station after completion of the work will need to follow the same management plan. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TfL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.

INFORMATIVE: Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

INFORMATIVE: Thames Water would recommend that petrol / oil interceptors be

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fitted in all carparking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: In relation to condition 5 the written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity

occurs. English Heritage advises that the archaeological fieldwork would comprise the following:

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable to be agreed. The outcome will be a report and archive. It is recommended that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work.

INFORMATIVE: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.

INFORMATIVE: Network Rail Implementation of the proposed scheme will be subject to Network Rail's internal Clearance procedure to ensure the proposed development is accepted by all relevant internal stakeholders.

INFORMATIVE: Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team:

AssetProtectionAnglia@networkrail.co.uk. More information can also be obtained from our website at [www.networkrail.co.uk/asp](http://www.networkrail.co.uk/asp).

INFORMATIVE: Prior to refurbishment 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.

INFORMATIVE: Community Infrastructure LevyThe application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £58660 (£35 x 1,676 sq.m.). This will be collected by Haringey after the scheme is 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: The Applicant is advised of the requirement to enter into a Section 61 agreement under the Control of Pollution Act 1974.

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with



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relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Please note that the conditions referred to in the minutes are those as originally proposed in the officer's report to the Sub-Committee; any amended wording, additional conditions, deletions or informatives agreed by the Sub-Committee and recorded in the minuted resolution, will, in accordance with the Sub-Committee's decision, be incorporated into the Planning Permission as subsequently issued.

**PC12. TEALEDOWN WORKS CLINE ROAD N11 2LX**

[Cllrs Reith and Strang rejoined the meeting].

The Committee considered a report on the application to grant planning permission for the partial demolition of units 1, 2 and 3 at Tealedown Works to facilitate roof replacement and installation of first floor mezzanine and façade improvements. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to conditions. The planning officer gave a short presentation highlighting the key aspects of the report.

The feasibility was questioned of imposing a condition to secure the painting of the external boundary fencing to avoid a bare metal finish. Officers proposed an amendment to condition 3 to require details of the boundary fencing to be submitted to and approved in writing by the Local Planning Authority.

The Chair moved the recommendation of the report including the proposed amendment to condition 3 detailed above and it was

**RESOLVED**

- That planning application HGY/2014/0054 be approved subject to conditions.

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 the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in

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writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance 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.

4. The development hereby authorised shall not be occupied until the applicant has entered into a S.278 agreement for the reconstruction of the vehicular crossover to access the site before development commences on site.

Reason: In order to facilitate access and egress to and from the site and protect pedestrian amenity.

5. The development hereby authorised shall not be occupied until the applicant has provided the secure sheltered cycle parking spaces shown on plan number 13/09/05(A)

Reason: In order to promote travel by sustainable modes of transport to and from the site, and to comply with the 2011 London Plan

6. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the authority's approval prior to construction work commences on site. The Plans should provide details on how construction works (including demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the Ring Way would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation and highways network.

7. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating excellent has been achieved for this development,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

9. Prior to the commencement of construction works the applicant shall provide a further energy statement in order to demonstrate compliance as far as possible with London Plan Policy 5.2 The development hereby permitted shall be built in accordance with the approved energy statement and the energy provision shall be

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thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.4 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. The car parking spaces shown on the approved drawings shall be marked out on the site. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

11. No development 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.

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 2011.

12. Prior to the commencement of works on the development hereby permitted, an Construction Management Plan shall be submitted to and approved by the local planning authority, in respect of such matters as are likely to cause nuisance during construction. Details shall include noise, dust, smoke, road cleaning and any other matters relevant to this particular site. The approved Construction Management Plan shall be adhered to for the duration of the construction works.

Reasons: 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 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

13. 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 the interests of residential amenity.

14. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

15. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, Unit1 shall be used as a B1 and B8 use only and shall not be used for any other purpose including any purpose within Class B2 unless approval is obtained to a variation of this condition through the submission of

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a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

**INFORMATIVE :** Community Infrastructure Levy The application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £41,580 (£35 x 1,188sqm). This will be collected by Haringey after the scheme is 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:** Waste Management In respect of Condition 11 the Council's Waste Management Team have advised that the proposal will require storage for both refuse and recycling waste either internally or externally, arrangements for scheduled collections with a Commercial Waste Contractor will be required.

**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:** The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

**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 In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

**PC13. LAND AT HARINGEY HEARTLANDS BETWEEN HORNSEY PARK ROAD, MAYES ROAD, CLARENDON ROAD AND THE KINGS CROSS / EAST COAST MAINLINE, LONDON, N22**

The Committee considered a report on the application to grant permission for variation of conditions to existing outline planning permission HGY/2009/0503 granted in March 2012 to allow a defined set of works known as 'site preparation works' to take place without triggering the requirement to submit all reserved details and completion of all s106 contributions. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation

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and responses, analysis, equalities and human rights implications and recommended to grant variation of conditions subject to referral to the Mayor of London and subject to conditions and a s106 legal agreement.

The planning officer gave a short presentation highlighting the key aspects of the report. It was emphasised that the details of the original scheme remained the same and that the merits of the proposal including the demolition of the gas holders could not be revisited at this stage. The Committee's attention was drawn to a tabled addendum to the report setting out a number of proposed amendments to conditions and informatives and details of additional consultation responses received.

Members sought clarification on the reasons for the current application and concern over the risk in granting permission for site clearance to go ahead whilst full plans for the redevelopment of the site remained outstanding and in the absence of a confirmed developer. Officers confirmed that a guarantee could not be provided that the redevelopment scheme would go ahead but that allowing the site preparation works to go ahead would be pragmatic due to the complexity of the works required to clear the site and which in turn would make it more saleable.

A number of objectors addressed the Committee and raised the following points regarding the application:

- Concerns were expressed that the impact of the site preparation works on businesses located in the Olympia Trading Estate would be significant and that the applicant had not sufficiently assessed or shared appropriate details of the works with local businesses to allow for the consideration of mitigation measures. The potential health and safety risks to employees was of particular concern.
- It was considered that the applicant should be required to establish a liaison group to facilitate the sharing of information with local businesses and residents.
- There was a lack of reference in general within the application to businesses on the Olympia Trading Estate and Brook Road, with a number closest to the site appearing to have been omitted from the scope of the monitoring.
- It was considered that the historical and architectural merit of the gas cylinders located on the site had not been sufficiently recognised as a heritage asset and that instead of removal, a developer should be sought with the ability to integrate the holders within the future redevelopment scheme.

Officers reiterated that the decision regarding the removal of the gas holders could not be revisited under the current application and advised that a condition of the original permission was the historical documentation of the gas holders prior to demolition.

It was advised that the establishment and maintenance of a residents and businesses liaison group would be secured by condition, accompanied by an informative for the makeup of the group to be agreed in writing with the Council. Officers proposed an amendment to strengthen the condition to read '*prior to submission to discharge of condition 22*, for the duration of the development the applicant will establish and maintain a liaison group.....' which was agreed.

Assurances were provided that condition 22 of the permission would require submission and approval of a Construction Environmental Management Plan for the

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site preparation works to ensure the amenities of local residents, businesses etc in the area during construction works. This aimed to address the concerns raised by the objectors regarding air and dust management, operating hours, noise and vibration control etc. The Olympia Trading Estate would fall within the scope of this Plan.

Representatives for the applicant, National Grid, addressed the Committee and raised the following points:

- Allowing the site preparation works would facilitate and speed up the regeneration of the site.
- The process for seeking a development partner to take the regeneration scheme forward would begin in the summer inline with the development of detailed plans for the scheme.
- Conditions attached to the permission would address the concerns of local people including businesses in the vicinity.
- Discussions were continuing with English Heritage regarding the historical importance of the gas holders, despite them twice being rejected for listed status.
- In response to a question regarding the decision to demolish the gas holders, it was advised that the shape of the steel frame and high costs of restoration precluded the incorporation of the cylinders within the scheme on the grounds of viability. In addition to the requirement for the gas holders to be documented prior to demolition, the applicant advised they would be willing to consider donating small pieces of the frame to any museum expressing an interest in their history.
- In response to the concern expressed by Members regarding the advancement of the site preparation works element of the scheme considering that no guarantee could be provided that the wider regeneration scheme for the site would come to fruition, the applicant confirmed that the undertaking of these works would constitute a significant investment into the scheme and speed up the wider regeneration project. In addition, the risk of the redevelopment scheme not going ahead would remain even if the site preparation works were not brought forward under the application.

The Committee agreed to the addition of an informative to encourage the applicant to explore the potential for reusing material from the gas holders.

The Chair moved the recommendation of the report including the proposed amendment to condition 68 and additional informative detailed above and it was

**RESOLVED**

- That permission be granted for planning application HGY/2013/2455 for the variation of conditions subject to referral to the Mayor of London, subject to conditions and a s106 legal agreement.

**RESERVED MATTERS**

1. The application is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development with the exception of the Site

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Preparation Works is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) Scale (within parameter plan range (Drawing Ref: P003(REV06) – Maximum and Minimum Storey Heights); b) Layout c) Landscape and d) Appearance.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990.

**TIME LIMIT – RESERVED MATTERS**

2. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission not later than the expiration of 5 years from the date of this Permission, and the development hereby authorised shall be started not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

- a. the expiration of 5 years from the date of this permission; or
- b. the expiration of 2 years from the final date of approval of any of the reserved matters.

Reason: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990.

**IN ACCORDANCE WITH APPROVED PLANS**

3. The development hereby authorised shall be carried out in complete accordance with the plans and specifications (except for the Design and Access Statement which is for illustrative purposes only) submitted to, and approved in writing by the Local Planning Authority.

**PHASING PROGRAMME**

4. No development with the exception of the Site Preparation Works shall take place until a programme of phasing for implementation of the whole development has been agreed in writing by the Local Planning Authority. Any amendment to the approved phasing programme must be first agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory comprehensive development within a reasonable timescale and proper planning of the area.

**MATERIALS**

5. At the reserved matters stage, full details of the external appearance of the development, including samples of all materials to be used for all external facing surfaces and roofing materials for each phase of the development, as set out in an agreed phasing plan, shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced on that phase. Samples shall include sample panels in addition to a schedule of the exact product references. All approved materials shall be erected in the form of a samples board and shall be retained on site throughout the works period for the phase concerned. Thereafter only such approved materials and finishes shall be used in carrying out the development.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development.

**MAXIMUM BUILDING HEIGHTS**

6. The maximum height of the proposed development, including lift overruns, rooftop plant etc, shall be no greater than indicated on the parameter plan Drawing Number P003(REV06) – Maximum and Minimum Storey Heights.

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Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

**MAXIMUM DWELLING NUMBERS**

7. The outline planning permission hereby approved for a residential-led mixed use development shall not exceed 1080 separate dwelling units, whether flats or houses. The dwelling mix shall be approved in writing by the Local Planning Authority in consultation with the Greater London Authority, prior to commencement of the development with the exception of the Site Preparation Works.

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development.

**ACCESSIBILITY AND LIFETIME HOMES**

8. Within the development hereby approved, at least 10% of the dwellings shall be wheelchair accessible or easily adaptable for residents who are wheelchair users. This percentage should be applied to both market and affordable housing, should be evenly distributed throughout the development, and cater for a varying number of occupants. In addition, 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority. Evidence of compliance with the above shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of each phase of the development comprising dwellings.

Reason: In order to ensure adequate accessibility for the disabled and mobility impaired throughout their lifetime.

**HOUSING DESIGN STANDARDS**

9. The development shall comply with the London Plan (2011) Policy 3.5 and London Housing Supplementary Planning Guidance 2012 space standards and as far as practical shall meet all other requirements within the London Housing Supplementary Planning Guidance 2012, particularly the requirements dual aspect units.

Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.

**LANDSCAPING – LANDSCAPING SCHEME**

10. At the reserved matters (excluding the reserved matters for the utility compounds as shown on plan P006/05) stage, full landscaping scheme for the entire site shall be submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together with a schedule of species d) roof top gardens/allotments/amenity space e) hard surfacing f) boundary treatment e) street furniture. At the reserved matters stage for the utility compounds, as shown on Plan P006/05, a landscaping scheme to be submitted to the Local Planning Authority for approval which shall include details of the interim landscaping scheme for the utility compounds as shown on plan P006/05.

Reason: To enhance the appearance of the development and in the interest of safeguarding the amenities of residents in the area.

**LANDSCAPING – IMPLEMENTATION/MAINTENANCE**

11. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping as described in



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condition "Landscaping – Landscaping Scheme" shall be completed no later than the first planting and seeding seasons following the occupation of the building or the completion of the development in each phase, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of that phase of development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority save that the interim landscaping scheme for the utility compounds, as shown on Plan P006/05 referred to in Condition 10, shall be replaced in accordance with the landscaping scheme. All hard landscaping and means of enclosure shall be completed before the development is occupied.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area.

**LANDSCAPING – PROTECTION OF EXISTING TREES**

12. No development shall commence until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 "Trees in Relation to Construction", and approved by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in the method statement. The protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.

Reason: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

**JAPANESE KNOTWEED**

13. Prior to the commencement of the development, a detailed method statement for the removal or long-term management/eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, trimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement. Please note that if any of the Japanese knotweed plants are close to water, including watercourses, ditches or standing water, then Environment Agency consent is required if it is to be treated with a herbicide.

Reason: In order to ensure the eradication of Japanese Knotweed which is an invasive plant and the spread of which is prohibited under the Wildlife and Countryside Act 1981.

**BOUNDARY TREATMENT**

14. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

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Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

**ECOLOGICAL MANAGEMENT**

15. The development hereby approved shall not commence with the exception of the Site Preparation Works until full details of a site wide Ecology Management Strategy including an Ecological Mitigation and Management Plan which shall provide details of how the proposed measures will be monitored, managed and funded in the future, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development maximises the ecological potential of the site

**POLLUTION PREVENTION**

16. The development hereby approved shall not commence until full details of a site wide Pollution Prevention Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development prevents pollution of the environment.

**CONTAMINATED LAND – VERIFICATION REPORT**

17. No phase of the development shall not be occupied or brought into use until verification by a competent person approved under the provisions of Condition “Contaminated Land – Remediation Strategy” that any remediation scheme required for that phase and approved under the provisions of the above condition has been implemented fully in accordance with the approved details, shall be submitted to and approved by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise: (a) as built drawings of the implemented scheme; (b) photographs of the remediation works in progress; and (c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under Condition “Contaminated Land – Remediation Strategy”.

Reason: To safeguard the health of future residents or occupiers of the site.

**USE OF CLEAN UNCONTAMINATED MATERIAL**

18. No soils or infill materials shall be imported onto the site until it has been satisfactorily demonstrated that they present no risk to human health and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis, test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import on site of material classified as ‘waste; is only acceptable with the prior written approval of the Local Planning Authority.

Reason: To ensure that no contaminated land is brought on site.

**METHOD OF PILING**

19. No phase of the development hereby approved (including the Site Preparation Works) shall commence until the method of piling foundations for that phase of development for the development has been submitted to and approved in writing by the Local Planning Authority prior to any development commencing. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant

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unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent the contamination of the underlying aquifer.

**ARCHAEOLOGICAL WATCHING BRIEF**

20. No development shall take place within the application site until the applicant has secured the implementation of an archaeological watching brief and a programme for the recording of built heritage structures, including the existing gas holders, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported

**HOARDINGS**

21. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works and unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved.

Reason: In order to have regard to the visual amenity of the locality and the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

**CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

22. No phase of the development hereby approved shall commence until a Construction Environmental Management Plan, including Site Waste Management Plan, Site Management Plan, Construction Logistics Travel Plan, construction traffic management plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority for the relevant phase. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Reuse.

The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

**CONSTRUCTION DUST MITIGATION**

23. No phase of the development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the phase specific Construction Environmental Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition).

This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works carried out in the relevant phase. Additionally the site or Contractor Company must be registered

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with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried in the relevant phase.

Reason: To protect the environment and amenities of the locality.

**CONSTRUCTION HOURS**

24. Operations in relation to construction for which noise is greater than 50dB(A)eq, 1hour at the nearest residential boundary shall be restricted to the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays and at no time on Sundays or Statutory holidays without the prior written approval of the Local Planning Authority under Section 61 of the Control of Pollution Act 1974. The following enabling activities shall be permitted to take place within a period one hour before and one hour after normal working hours:

- Arrival and departure of workforce on site;
- Deliveries and unloading;
- Check and examinations of plant and machinery (including test running) and the carrying out of essential repairs / maintenance to plant and machinery;
- Site inspections and safety checks; and
- Site clean-up

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

**CONSTRUCTION – ON-SITE CONTACT**

25. At the time of the commencement of works, an onsite contact shall be provided on a 24 hour per day basis for residents to report any disturbances or issues arising from the construction of the site

Reason: To ensure that any disruption to neighbouring residents can be reported immediately.

**CCTV AND SECURITY LIGHTING**

26. At the reserved matters stage for each phase, a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.

- a) CCTV;
- b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

**EXTERNAL LIGHTING STRATEGY**

27. At the reserved matters stage for each phase, an external lighting strategy for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities

**SURFACE WATER DRAINAGE**

28. At the reserved matters stage for each phase, details of a scheme for the

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surface water drainage works including the provision of a Sustainable Urban Drainage System shall be submitted to and approved by the Local Planning Authority (in consultation with Thames Water) prior to the commencement of works within that part of the site. The surface water drainage details shall include that petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities and an Impact Study of existing Sewerage infrastructure.

Reason: In order to ensure the satisfactory surface water drainage of the site.

**WATER SUPPLY IMPACT STUDY**

29. At the reserved matters stage for each phase, a Water Supply Impact Study for that phase of the development, including full details of anticipated water flow rates, and detailed site plans shall be submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand

**WASTE STORAGE AND RECYCLING**

30. At the reserved matters stage, (excluding the reserved matters for the utility compounds as shown on Plan P006/05) details of the arrangements for storage and collection of refuse for each phase of the development, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities for the storage of waste and recyclable materials.

**BREEAM – DESIGN STAGE ASSESSMENT**

31. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). A BREEAM design stage assessment shall be submitted to the Local Planning Authority prior to the commencement of construction on the site except the utility compounds as shown on Plan P006/05. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

**BREEAM CERTIFICATE**

32. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). Within THREE months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

**TRANSPORTATION – S72 AGREEMENT**

33. The developer will be required to dedicate a 3m strip of land by way of a section 72 agreement along Mary Neuner Road to construct the proposed vehicular

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inset parking as per Drawings No's 0083-B-23 and 0083-B-24 as submitted by the applicant's consultant Savell Bird and Axon.

Reason: Ensure safe and efficient vehicle access.

**TRANSPORTATION – PARKING PROVISION**

34. The applicant shall provide 23 per cent (276 car spaces) parking provision for the residential component of the development, including 60 disabled spaces.

Reason: To ensure appropriate levels of car parking within the development.

**TRANSPORTATION – PARKING PROVISION – ELECTRIC VEHICLES**

35. At the reserved matters stage (excluding the reserved matters for the utility compounds as shown on Plan P006/05), details of electric vehicle provision within the parking areas (which shall include a minimum of 20 per cent of all parking spaces and an additional 20 per cent passive provision for electric vehicles in the future) shall be submitted to an approved in writing by the Local Planning Authority.

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

**TRANSPORTATION - CYCLE PARKING**

36. At the reserved matters stage (excluding the reserved matters for the utility compounds as shown on Plan P006/05) a detailed plan for cycle parking which shall include a) 1 cycle rack per residential unit; b) 50 cycle spaces for the shop/office/community aspects of the development (36, 4 and 10 cycle spaces correspondingly) and c) secure shelters, shall be submitted to and approved in writing by the local planning authority.

Reason: In order to ensure adequate provision of safe and secure cycle parking.

**TRANSPORTATION – TRAVEL PLAN AND CAR CLUB**

37. At the reserved matters stage (excluding the reserved matters for the utility compounds as shown on Plan P006/05), Travel Plans and welcome pack, in compliance with Transport for London Guidance, shall be submitted to and approved in writing by the local planning authority, at least 3 months in advance of occupation of each phase of the development (excluding the occupation of the utility compounds as shown on Plan P006/05). The Car Club scheme and number of onsite Car Club car parking spaces to be agreed as part of the Travel Plan.

Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

**DETAILS OF FLUES**

38. Within each phase full details of the location and appearance of any flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work commences on that phase.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development.

**COMMERCIAL PREMISES – ACCESS**

39. The commercial premises shall be minimum door widths of 900mm and a maximum threshold of 25mm to allow access to people with disabilities and people pushing double buggies.

Reason: In order to ensure that the premises are accessible to all those people who could be expected to use it, in accordance with policy RIM 2.1 "Access for All" of the Haringey Unitary Development Plan (2006).

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**SHOPFRONTS**

40. Within each phase detailed plans of the design and external appearance of the shopfronts, including detailed design of the fascias, shall be submitted to and approved in writing by the Local Planning Authority at the reserved matters stage.  
Reason: In the interest of visual amenity.

**SIGNAGE**

41. Prior to the commencement of the use, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.  
Reason: to achieve good design throughout the development and to protect the visual amenity of the locality.

**HOURS OF OPERATION – A3, A4 and A5 Uses**

42. Any restaurant (A3), public house and wine bar (A4) or takeaway (A5) use shall not be operated before 0800 or after 2400 hours on any day of the week.  
Reason: In order to ensure that the proposed development does not prejudice the amenities of the future occupiers of the development.

**ENVIRONMENT AGENCY – STRUCTURAL SURVEY**

43. The development hereby permitted shall not be commenced until such time as a structural survey of the Moselle Brooke culvert to identify the life of the flood defences compared to the life of the development has been submitted to, and approved in writing by, the local planning authority. If the assessment identifies that the life of the culvert is not commensurate with the life of the development, then a scheme of remedial measures shall be submitted to and approved in writing by the Local Planning Authority before development commences. Development shall proceed only in accordance with the approved remedial measures.  
Reason: To ensure that the flood defences have a life commensurate with the life of the development in order to safeguard the development and area from the risk of flooding.

**ENVIRONMENT AGENCY – FLOOD RISK ASSESSMENT**

44. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Waterman Group (C-37407-10-ES-002 Rev: A05 February 2009) and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated so that it will not exceed a run-off rate of 17.7ls/ha from the site and not increase the risk of flooding off-site.
- Provision of attenuation of surface water on site through the use of SUDS systems including living roofs, permeable paving and a swale and the use of storage tanks.
- Building and structures on site to be set a minimum of 8m back from the outer culvert wall of the Moselle Brook.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the structural integrity of and access to existing flood defences thereby reducing the risk of flooding.

**ENVIRONMENT AGENCY – SITE INVESTIGATION AND CONTAMINATED LAND**

45. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing by the Local Planning Authority), the following components of a scheme to deal with

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the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

2) A site investigation scheme, based on (1) to provided information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: There are controlled water bodies at, and in the vicinity of the proposed development site, which could be polluted by the known soil and shallow (perched) groundwater contamination which exists at the site. The identified Controlled Water bodies are the Moselle Brook, the New River, the reservoirs to the west and the deeper groundwater system that underlies the site. The deeper groundwater and the New River are used to supply drinking water to the public and therefore must be kept free from pollution. The Moselle Brook which flows through the site in culvert flows into Pymmes Brook to the east. If pollution were to enter the brook it would have a detrimental impact on aquatic life in the brook and also to its aesthetic appeal. As such, site investigation is required to assess the risk that the contamination at the site poses to Controlled Waters.

Note: The information provided to the Environment Agency in the report titled 'Environmental Statement' which was prepared by Waterman Energy, Environment & Design and dated February 2009 (Ref EN6847/R/2.1.1/MN) is sufficient to satisfy Part 1 of this condition. Also, part of the site has previously been investigated and remediated to an acceptable standard with regards to any risk posed to Controlled Waters. This area is referred to as the Spine Road and is detailed in Celtic Technologies report titled 'Haringey Heartlands Spine Road Improvement Corridor - Factual Validation Report' dated October 2008 (Ref R1199/08/3325). The above recommended condition is not applicable to this part of the site.

**ENVIRONMENT AGENCY – PILING**

46. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Piled foundations are proposed to facilitate development at the site.

The advancement of such foundations through contaminated material, which is known to be present in the soil and shallow (perched) groundwater at the site, has the potential to mobilise contaminants and result in their release into the deeper groundwater system. The deeper groundwater underlying the site is abstracted a short distance from the site and is used to supply drinking water to the public.

Therefore, it is very important that a suitable piling design and methodology is used



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as to not to pollute the deeper groundwater system below the site.

**ENVIRONMENT AGENCY – LANDSCAPE MANAGEMENT PLAN**

47. Prior to the commencement of development (excluding Site Preparation Works) a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason: This condition is necessary to protect the natural features and character of the area and identify opportunities for enhancement of biodiversity.

**ENVIRONMENT AGENCY – PLANTING**

48. Planting all landscaped areas (except privately owned domestic gardens but including green roofs) shall be of locally native plant species only, of UK genetic origin.

Reason: The use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that these plants provide. Introduced plants usually offer little to our native wildlife. Local plants are the essence of regional identity and preserve the character of the British landscape. Local plants are adapted to local soils and climate, so have low maintenance requirements. In addition, planting locally native plants helps to prevent the spread of invasive plants in the region.

**ENVIRONMENT AGENCY – FOUL AND CONTAMINATED WATER**

49. Before the commencement each phase of the development, including demolition, remediation and construction, a scheme to manage surface, foul and contaminated water on the site for that phase will be submitted to, and approved in writing by, the local planning authority. Each scheme shall be implemented as approved the Environment Agency asks to be consulted before approval.

Reason: To prevent the pollution of local surface and ground-waters and protect potable water supplies in the area.

**NETWORK RAIL – DEVELOPMENT**

50. Prior to the commencement of any works on site, developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.

Reason: It is useful for Network Rail to inform drivers, maintenance, signallers and any other railway personnel involved in the operation of the railway of development occurring adjacent to the operational railway.

**NETWORK RAIL – DEMOLITION**

51. Any demolition of refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, the stability of the adjoining Network Rail structures.

Reason: To ensure that the railway is not damaged during demolition.

**NETWORK RAIL – CONSTRUCTION**

52. Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure,

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no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Outside Parties Engineer on [opsoutheast@networkrail.co.uk](mailto:opsoutheast@networkrail.co.uk) before any works begin. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Reason: To ensure railway infrastructure is not damaged during construction.

**NETWORK RAIL – SITE LAYOUT**

53. Any proposed buildings shall be at least 2 metres from the boundary with the operational railway, at least 5 metres from overhead power lines, or 3 metres from viaducts.

Reason: This will allow construction and future maintenance to be carried out from the application land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

**NETWORK RAIL – NOISE AND VIBRATION**

54. The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be addressed in the context of PPG24 and the local planning authority should use conditions as necessary. Consideration should be given to the need to provide for on-site residential amenity within the development site.

Reason: To mitigate noise and vibration from operational land.

**NETWORK RAIL – FENCING**

55. This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, before any part of the development (except the utility compounds as shown on Plan P006/05) is occupied, a 1.8 metre high trespass resistant fence should be erected. The new fencing provided must be independent of existing Network Rail fencing and a sufficient distance should be allowed between the fences to allow for future maintenance and renewal.

Reason: To prevent trespass.

**NETWORK RAIL – DRAINAGE**

56. No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. Details of the proposed drainage must be submitted to, and approved by the Local Planning Authority, acting in consultation with the railway undertaker, and the works shall be carried out in accordance with the approved details.

Reason: To ensure the operation of the railway.

**SECURE BY DESIGN**

57. The development hereby authorised shall comply with BS 8220 (1986) Part 1

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'Security Of Residential Buildings' and comply with the aims and objectives of the Police requirement of 'Secured By Design' and 'Designing Out Crime' principles.  
Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

**SITE PARKING MANAGEMENT PLAN**

58. That details of onsite parking management plan shall be submitted to and approved by the local planning authority prior to the commencement of the use of the undercroft car parking area. Such agreed plan to be implemented and permanently maintained in operation to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

**SATELLITE AERIALS**

59. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, at the reserved matters stage (excluding the reserved matters for the utility compounds as shown on Plan P006/05), details of a scheme for satellite dish/aerials shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property in the relevant phase, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

**OPEN SPACE MANAGEMENT PLAN**

60. That details of a management plan for the management and maintenance of the public and communal open spaces including roof top gardens, allotments, and children's play spaces shall be submitted to and approved by the Local Planning Authority prior to the occupation of the residential units such agreed details to be implemented and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that a satisfactory standard of amenity space and play facilities is maintained for the future occupiers of the proposed development.

**NOISE**

61. The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are exposed to levels indoors not more than 35 dB LAeq 16hrs daytime and not more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason: In order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

**VENTILATION**

62. Reserved matters applications for any phase which residential units, must be accompanied by a PPG24 (or any equivalent that may replace it) Noise Assessment and "cooling strategy" in accordance with BS8233 and Building Regulations to demonstrate that the residential units will comply with the criteria set out in condition 61 of this permission. The noise assessment must include a full acoustic report of how the flats will be insulated to reduce and mitigate external and internal noise/vibration break in and meet the requirements of condition 61 and provide

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details of how the heating and ventilation system will provide adequate natural ventilation and adequate cooling to prevent overheating (no overheating in bedrooms and living rooms where in these rooms there is a need for windows to be kept shut to achieve compliance with the noise levels set in condition 61. No works shall commence (excluding the Site Preparation Works) until these details have been submitted to and approved by the local planning authority and the development carried out in accordance with those details approved.

Reason: In order to secure a comfortable internal environment for the occupants of the residential properties.

**NOISE – PLANT**

63. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order to protect the amenity of nearby residential occupiers.

**TRAVEL PLAN**

64 That the applicant shall submit 2 travel plans, one for the residential one for the commercial use, the details of which shall be agreed in writing by the Local Planning Authority prior to the occupation of the proposed development. Such agreed details shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure sustainable travel and minimise the impact of the proposed development in the adjoining road network.

**DETAILS OF CHILDRENS PLAY AREAS**

65. No phase of residential development hereby permitted shall commence until a specification for the Children's Play Areas, has been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with National Playing Field Association 'Six Acre Standard' Best Practise Guidance (2001) and, unless otherwise agreed in writing by the Local Planning Authority, should include the following as a minimum:

- i. An activity zone of at least 400sqm in area that caters for children of 4-8 years in age
- ii. At least 5 types of play equipment (i.e. balancing, rocking etc.)
- iii. Appropriate boundary treatment to provide a continuous and secure boundary
- iv. A barrier to limit the speed of a child entering or leaving the facility
- v. At least 10 metres between the edge of the play area and the boundary of the nearest property
- vi. Planting around the perimeter
- vii. Adequate adult seating provision
- viii. Signage
- ix. Litter bin

Reason: In the interests of health and safety of users of the site and the amenity of local residents.

**ENERGY**

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66. A detailed energy strategy for the whole site shall be submitted with the detailed application for the first phase of residential development. This energy strategy should commit to meeting 2010 Building Regulations through energy efficiency alone. The details shall be approved by the Local Planning Authority and the development carried out in accordance with the approved details.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

**CODE FOR SUSTAINABLE HOMES**

67. Reserved Matters applications in respect of each phase of the development which includes residential properties shall be accompanied by an Independent Sustainability Assessment, in accordance with Building Research Establishment guidelines, demonstrating that the residential properties are to achieve a minimum Level 4 rating under the Code for Sustainable Homes.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

**RESIDENTS AND BUSINESSES LIAISON GROUP**

68. For the duration of the development the Applicant will establish and maintain a Liaison Group having the purpose of:

(a) informing local residents and businesses of the design and development proposals;

(b) informing local residents and businesses of progress of pre-construction and construction activities;

(c) considering methods of working such as hours and site traffic;

(d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;

(e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;

(f) providing advanced notice of exceptional works or deliveries;

(g) providing telephone contacts for residents advice and concerns.

The Liaison Group will meet at least once every month with the first meeting taking place one month prior to Implementation and the meetings shall become bi-monthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

**THAMES WATER**

69. 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 Ground Water. 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.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**AIR QUALITY ASSESSMENT**

70. Before development commences (excluding the Site Preparation Works), an air

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quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied. In determining both the significance of exposure to air pollution and the levels of mitigation required, consideration should be given to the following Air Pollution Exposure Criteria Table.

Reason: In order to monitor and mitigate, where necessary, air quality in the immediate vicinity of the development.

**HEALTH AND SAFETY EXECUTIVE – REVOCATION OF HAZARDOUS SUBSTANCES CONSENT**

71. No part of the development shall be occupied until The Hazardous Substances Consent for the gasholder station has been revoked or varied in accordance with the Planning Hazardous Substances Act 1990, as amended, such that the Health and Safety Executive (HSE) does not advise that permission should be refused on safety grounds, and written confirmation of the necessary revocation or variation has been issued by the London Borough of Haringey as local planning authority.

Reason: In the interests of health and safety, it is necessary to ensure that the adjoining gas infrastructure will not present a risk to safety.

**INFORMATIVES:**

**INFORMATIVE – DEFINITION OF SITE PREPARATION WORKS**

"Site Preparation Works" is defined as "Works of demolition (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigation or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the development, the laying, removal or diversion of services, the provision of construction compounds or piling works) the removal of hard-standing, construction of temporary access, temporary highway works temporary internal estate roads and relocation and erection of the Pressure Reduction Stations".

**INFORMATIVE – AIR QUALITY ASSESSMENT**

The Air Quality Review and Assessment for the London Borough of Haringey has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out - habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint - setting further away from source of poor air quality. 6) Having non openable windows.

The Air Quality Assessment report should have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment available from the Council web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy

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Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

**INFORMATIVE – LONDON FIRE AND EMERGENCY PLANNING AUTHORITY**  
Burning is not the recommended method of disposing of waste materials and you should contact the Local Authority's Environmental Health Department who will advise on any legislation or by-laws that may be applicable before such methods are employed.

However, if burning is to take place, then the following precautions should be taken: All timber and other flammable materials are to be removed from the building and timber buildings are to be demolished, before burning is commenced, to prevent: Persons being trapped with burning buildings; and Premature collapse of the buildings due to heat damage or to the burning away of supporting structure.

The controlled burning of all materials is to take place at one point. The surrounding area should be clear of all other flammables to prevent fire spread to adjoining properties. The Fire Brigade is to be consulted prior to the commencement should any doubt arise.

The contractor is to ensure the burning of flammable materials is under the direct control of a designated person who shall be provided with suitable emergency fire fighting equipment and instruction on how to call the Brigade, including the location of the nearest exchange telephone.

Should the fire get out of control the Fire Brigade is to be called immediately using the '999' system procedure.

No fire is to be left unattended under any circumstances. All fires are to be extinguished completely before the site is vacated at the end of the day or on completion of the contract.

NB. It should be noted that demolition of masonry on top of a fire is not acceptable as a means of extinguishing the fire.

Where demolition is to include the 'hot cutting' of oil storage tanks or associated plant, further advice on "process safety" issues should be sought from the Health and Safety Executive (HSE).

NB. Where hot cutting has already commenced and advice on process safety has not already been sought from HSE, then operations should cease until such time as that advice is provided.

**INFORMATIVE - ENVIRONMENT AGENCY - WATER RESOURCES ACT 1991**  
Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Moselle Brook, designated a 'main river'.

Drainage plans should be submitted for each phase of the development showing how discharges will be managed. A schematic drawing showing drainage features including foul and surface drainage runs, interceptors, the location and protective measures employed around areas used for the storage of waste, oils and chemicals will be helpful in approving each scheme.

Dewatering has the potential to affect watercourses and groundwater and is subject to control by the Environment Agency under the Water Resources Act 1991 and the Water Act 2003. The applicant should contact the Environment Agency on 08708 506 506 for further information if dewatering is necessary.

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**INFORMATIVE - ENVIRONMENT AGENCY – WATER EFFICIENCY**

The Thames Region including all London Borough's have been identified as an area of 'serious' water stress'. Therefore water conservation and water efficiency measures need to be core themes in any new development.

Through committing to Code for Sustainable Homes Level 4 in all residential properties, this will achieve the London Plan Policy 4A.16 of the maximum water use target of 105 litres per person per day for residential development.

In terms of commercial development proposals, they will need to demonstrate that the proposal incorporates water conservation measures. We suggest that all such commercial developers design their building in accordance with the Building Research Establishments Environmental Assessment Method (BREEAM) recommendations'. Water efficiency measures can found on the Envirowise website [www.envirowise.gov.uk](http://www.envirowise.gov.uk).

This is to ensure compliance with communities and Local Government standards for water efficiency in new buildings.

**INFORMATIVE – PROTECTION OF SPECIES**

The protection afforded to species under UK and EU legislation is irrespective of the planning system and the applicant should ensure that any activity they undertake on the application site (regardless of the need for planning consent) must comply with appropriate wildlife legislation. Failure to do so may result in fines and potentially, a custodial sentence.

**INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS**

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

**INFORMATIVE – NAMING AND NUMBERING**

The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

**INFORMATIVE – WASTE**

In accordance with Section 34 of the Environmental Protection Act and the Duty of, Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.

**INFORMATIVE – PUBLIC EVENTS**

Any events to be held in the public squares or parks will be subject to applicants for appropriate licenses from the local authority.

**INFORMATIVE – THAMES WASTE – WASTE COMMENTS**

Surface Water Drainage – With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the



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applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

**INFORMATIVE – THAMES WASTE – PUBLIC SEWERS AND WATER MAINS**

There are public sewers crossing this site, and no building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Waters assets be required, the applicant should be advised to contact Thames Water Developer Services on 0845 850 2777. There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 3 metres of them and will require 24 hours access for maintenance purposes.

**INFORMATIVES – THAMES WATER – WATER MAIN DIVERSIONS**

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

**INFORMATIVE – RESIDENTS AND BUSINESSES LIAISON GROUP**

The makeup of the Residents and Businesses Liaison Group that is required to be established under condition 68 is to be agreed in writing with the Council prior to its establishment.

**PC14. NEW RIVER SPORTS CENTRE WHITE HART LANE N22 5QW**

The Committee considered a report on the application to grant planning permission for the alteration, extension and improvement of the existing grandstand and Old Pavilion, erection of air dome structure, resurfacing of existing multi use games area and new 5 a-side and 3G pitches. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to conditions and referral to the Secretary of State and subject to the removal of the objection from the Environment Agency.

The planning officer gave a short presentation highlighting the key aspects of the report. The Committee were advised that written confirmation was outstanding from the Environment Agency confirming the withdrawal of their objection despite verbal confirmation following the provision of additional information from the applicant. Any approval would therefore be subject to this confirmation being received.

Concerns were expressed regarding the potential ecological impact of the removal of the existing grassland to make way for the installation of artificial pitches. The applicant confirmed that an amendment had been submitted to one of the appendices to the approved plans setting out an area of wild grass to the northern boundary of the site to be retained. Officers identified that condition 15 could be amended to include reference to this appendix of the approved plans to ensure compliance.

Confirmation was provided that a cricket crease was provided to the grass pitch situated on the south side of White Hart Lane.

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Members asked the applicant to consider the repositioning of the parking metres within the car park to within sight of the reception to discourage the vandalism which currently occurred.

The Chair moved the recommendation of the report including the proposed amendment to condition 15 and it was

**RESOLVED**

- That planning application HGY/2014/0053 be approved subject to conditions and referral to the Secretary of State and subject to the removal of the objection from the Environment Agency.

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. The development hereby permitted shall not be operated before 06:30 hours or after 22:30 hours Monday to Friday, before 07:00 hours or after 22:00 hours Saturdays, and before 07:00 hours or after 18:00 hours Sunday and Bank Holidays.

Reason: To facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the new tennis air dome, Old Pavilion extension and Grandstand extension have been submitted to, and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the development hereby approved.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. No development shall be commenced until full details of the all proposed internal lighting to be used in connection with the new tennis air dome, have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

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6. Prior to commencement of works of the development hereby permitted, a plan showing the proposed landscaping scheme and boundary treatment shall be submitted to, and be approved in writing by the Local Planning Authority. The scheme shall include the following:

- i. Full details of plants and trees (common and Latin names, size and pot height; density or number, tree girth and method of growth i.e. container or open ground);
- ii. Maintenance schedule;
- iii. Full details of materials to be used on paved areas and other hard surfaces;
- iv. Suppliers or manufacturers;
- v. Guide to construction;
- vi. Paving/fencing/colours/finishes;
- vii. Location of lighting and details of lighting levels (wattage);
- viii. Any play equipment (specs, manufacturer, British or European Standard);
- ix. Any features or artworks; and
- x. All furniture

All planting, seeding or turfing shall be implemented in the first planting season following occupation of the buildings or the substantial completion of the development, whichever is the sooner.

Any plants or trees that die or are removed, damaged or diseased within a period of FIVE years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent for a variation.

The approved landscaping scheme shall be constructed/installed prior to the occupation of the development to the satisfaction of the Local Planning Authority and shall be permanently maintained thereafter to the satisfaction of the Local Planning Authority

Reason: To ensure a satisfactory standard of external appearance of the development.

7. The resurfaced artificial grass pitch hereby permitted shall not be constructed other than substantially in accordance with The Football Association Guide to 3G football turf pitch design principles and layouts, Edition 1 dated 2013, before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable

8. No development shall commence until revised details of the design and layout of tennis air dome which shall comply with the Lawn Tennis Association Guidance Note B3 – Air Supported Structures, have been submitted to, and approved in writing by the Local Planning Authority, after consultation with Sport England. The tennis air dome shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable

9. The proposed artificial grass pitch hereby permitted within the stadium infield shall comply with the International Rugby Board Regulation 22 Artificial Rugby Turf Performance Specification before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable

10. No development shall commence until a scheme to ensure the continuity of the existing sports use during construction works is submitted to, and approved in

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writing by the Local Planning Authority, after consultation with Sport England. The scheme shall ensure that the sports facilities remain or that the temporary use of replacement/alternative facilities are at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality to the existing sports facilities and shall include a timetable for implementation. The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To protect sports facilities from damage, loss or availability of use during Construction

11.No development shall commence until a Method Statement detailing the remediation requirements, including a Discovery Strategy, an asbestos survey, and a Japanese knotweed survey taking into account shall be submitted to, and approved

in writing by, the Local Planning Authority prior to that remediation and any works being carried out on site.

Upon completion of remediation a validation report to be submitted to the Local Planning Authority that provides verification that the required works have been carried out. The validation report shall be 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.

12.No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: In the interest of residential amenity and public and highway safety.

13.No development shall commence until a Travel Plan is submitted to, and approved in writing by the Local Planning Authority. Details of the Travel Plan shall include:

a) Appointment of a travel plan co-coordinator for the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually;

b) Provision of welcome induction packs for new members containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new members, travel pack to be approved by the Councils transportation planning team;

c) Review of cycle parking provision annually as part of the travel plan and provide additional cycle parking facility if required; and

d) A site management parking plan, the plan must include, details on the allocation and management of onsite car parking spaces in order to maximise use of public transport and management of the car parks on and event day, (games with more than 400 attendees)

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport

14.At no time shall any amplified speech or music generated from the site be audible

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within the adjoining residential premises.

To prevent loss of amenity to neighbouring residential premises due to noise generated from the premises

15.No development shall commence until an ecological management plan for an initial 5 year period and every 5 years thereafter is submitted to, and approved in writing by the Local Planning Authority. The plan will be produced by a qualified ecologist and include the following elements as a minimum;

1. A description of the site including its flora, fauna, habitats and key features;
2. Aims and Objectives;
3. Prescription;
4. Work Plan; and
5. Maps

Reason: The site is part of a Site of Importance for Nature conservation and as such its management comes with responsibilities to promote biodiversity in the area, and in order to demonstrate that the site is under active wildlife management an ecological management plan which would need to be produced and delivered.

Informatives:

a) Sport England

i) the Football Association design guidance note can be obtained on this link:

[http://www.thefa.com/my-football/footballvolunteers/runningaclub/yourfacilities/~/\\_media/8D5FAB86576549B8BAEA37DC6037C68.ashx](http://www.thefa.com/my-football/footballvolunteers/runningaclub/yourfacilities/~/_media/8D5FAB86576549B8BAEA37DC6037C68.ashx)

ii) The Lawn Tennis Association Guidance Note B3 – Air Supported Structures can be obtained on this link:

<http://www.lta.org.uk/NewWebsite/LTA/Documents/Clubs%20Parks%20and%20Schools/Facilities/2012/B3%20Air%20Supported%20Structures.pdf>

iii) The International Rugby Board Turf Performance Specification can be obtained on this link:

[http://www.irbplayerwelfare.com/pdfs/Turf\\_Performance\\_Tech\\_Spec\\_EN.pdf](http://www.irbplayerwelfare.com/pdfs/Turf_Performance_Tech_Spec_EN.pdf)

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b) Ecological management plan

It is important that a mechanism for monitoring and reviewing the work is established to demonstrate compliance with the agreed work programme which should initially cover a 5 year period. Following the expiry of the initial 5 year period the success of the plan should be reviewed and a new plan produced and agreed with the Council. This 5 year cycle should repeat until the end of the tenure. An obligation to carry out the actions within the agreed work plans should form part of the contract documentation. The extent to which the new operator is adhering to their contractual obligations will be monitored and a mechanism installed that places the operation at risk if these obligations are not fulfilled

c) Thames Water

Waste Comments

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 10 MARCH 2014**

Services on 0845 850 2777 to discuss the options available at this site.

**Surface Water Drainage**

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses 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. Reason: to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**d) Environmental Health**

**Asbestos survey**

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.

**MUGA pitches**

The ground shall be trimmed and levelled using cut and filled as required. Any filling should be carried out in layers not exceeding 150mm thickness, and each layer should be compacted before the next is spread. A geotextile membrane shall be laid over the top of the levelled pitch area, beneath the MUGA pitch installation. Joints shall overlap by at least 300mm, as recommended by the Sport England CoP for MUGA's. Any drainage pipes to the MUGA pitches should be encased in a geotextile membrane for protection from elevated PAH.

**e) Working with the applicant**

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

**PC15. DATE OF NEXT MEETING**

A Special Planning Committee was scheduled for 31 March.

COUNCILLOR ALI DEMIRCI

Chair