

**MINUTES OF THE CABINET
TUESDAY, 15 OCTOBER 2013**

Present: Councillor Claire Kober (Chair), Councillor John Bevan, Councillor Joe Goldberg, Councillor Joseph Ejiofor, Councillor Alan Strickland, Councillor Bernice Vanier, Councillor Ann Waters, Councillor Richard Watson.

Also Present: Councillor Jim Jenks, Councillor Lyn Weber.

MINUTE NO.	SUBJECT/DECISION	ACTION BY
CAB500.	<p>APOLOGIES</p> <p>There were no apologies for absence.</p>	
CAB501.	<p>URGENT BUSINESS</p> <p>There were no items of urgent business.</p>	
CAB502.	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest made.</p>	
CAB503.	<p>DEPUTATIONS/PETITIONS/QUESTIONS</p> <p>The Leader advised that there was a deputation from Mr Ziari in relation to Item 8: Consultation for Parking in the North Tottenham Area.</p>	
CAB504.	<p>NOTICE OF INTENTION TO CONDUCT BUSINESS IN PRIVATE, ANY REPRESENTATIONS RECEIVED AND THE RESPONSE TO ANY SUCH REPRESENTATIONS</p> <p>There were representations received.</p>	
CAB505.	<p>MINUTES</p> <p>RESOLVED:</p> <p>That the minutes of the Cabinet meeting held on 10 September 2013 as a correct record.</p>	
CAB506.	<p>QUARTER 1 PERFORMANCE REPORT 2013/2014</p> <p>Cabinet considered a report, introduced by the Leader of the Council, which provided an overview of performance against the Council's strategic priorities and objectives during the first quarter of 2013/14.</p> <p>In response to a question Cabinet was advised that both the Hornsey Depot and Haringey Heartlands regeneration projects were progressing well and that a planning application for work on the Hornsey Depot site would be considered by the Council's Planning Committee shortly. The Leader noted that these</p>	

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	<p>areas continued to be a priority for the Council and requested that an update with respect to these was included within the next performance report.</p> <p>With regard to a query in relation to Council Tax collection rates for the fourth quartile the Leader requested that the Cabinet Member for Finance, Employment and Carbon Reduction responded to Councillor Jenks' question outside the meeting.</p> <p>In response to a suggestion that an additional Performance Indicator should be included to measure the average waiting time for major planning applications to be processed, the Leader requested that officers consider the merits of this outside the meeting and report back to her.</p> <p>RESOLVED:</p> <p>That the report be noted.</p>	
<p>CAB507.</p>	<p>CONSULTATION FOR PARKING IN THE NORTH TOTTENHAM AREA</p> <p>Prior to consideration of the report Cabinet received a deputation from Mr Ziari in objection to the proposals set out in the report.</p> <p>Mr Ziari began by noting that approximately five hundred residents had signed a petition in objection to the proposals and that residents had originally been advised that that the report would come to Cabinet on 10 September for consideration. He contended that when the report had been rescheduled to the next Cabinet meeting (on 15 October) residents had not been advised and that communication around the change in date had been poor.</p> <p>Mr Ziari noted that the area affected by the proposals suffered from deprivation and that many of the residents living there were on low incomes or unemployed. Consequently the proposed charges were of concern to many residents including elderly people whose friends or relatives assisted them by helping with shopping and other daily tasks and who therefore needed to park in the area from time to time.</p> <p>In conclusion Mr Ziari argued that the Council's primary consideration should be the impact upon the residents of the area of the proposed charges, rather than businesses and he contended that the financial impact upon residents in the area would be significant.</p> <p>The Leader thanked Mr Ziari for his deputation and apologised for problems he had incurred in relation to the processing of his deputation request noting that there had been failure between officers internally to pass the request onto the correct department.</p> <p>Cabinet Members put questions to Mr Ziari in relation to the points raised in his deputation. In response to a question regarding the support expressed by many residents for the proposals Mr Ziari acknowledged the positive benefits</p>	

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of the regeneration work such as new jobs and shops and accepted that these would have an impact on parking in the area. However, he rejected the suggestion that people were parking in the area and walking to the tube station.

The Cabinet Member for Environment, Councillor Bevan, thanked Mr Ziari for his deputation and responded to the points he had raised. He began by noting that the proposals supported the major development and regeneration taking place in the area and noted that these would bring new homes, retail premises and jobs, which would increase pressure on the existing traffic infrastructure. Therefore it was important for the Council to consider implementing measures that addressed parking issues that were affecting local residents now and also to build in protection as the demand for parking increased.

Councillor Bevan noted that the Council had considered the content of the petition carefully and noted concerns expressed regarding the cost attached to the proposals. The Controlled Parking Zones (CPZ) permit charges proposed were consistent with CPZs throughout the borough and were based on vehicle emissions. He noted that the Council was not introducing these measures to raise revenue but to ensure that the correct parking infrastructure was in place to support the wider regeneration of the area.

Following his response to Mr Ziari's deputation, Councillor Bevan introduced the report and advised that it provided an overview of the results of consultation undertaken with respect to proposals to protect the area in advance of the completion of Phase 1 of the redevelopment of the stadium. The report also sought approval to go out to statutory consultation on four further proposals.

The Cabinet Member for Regeneration and Housing noted that following lobbying from residents additional streets had been included in the area covered by the proposals and he added that this demonstrated that the approach taken by the Council in responding to resident's requests for the introduction of parking controls.

In conclusion the Leader echoed the point above reiterating that the Council took a demand led approach to the introduction of CPZs and that the proposals put forward in the report were designed to react to concerns expressed by residents and to protect the area against a future increase in parking in the area.

RESOLVED:

That the following proposals be approved:

Proposal 1: The Introduction of a 'stop and shop' scheme along the High Road
To proceed with statutory consultation on the introduction of a stop and shop scheme with the tariff option set at £1.40 per hour (as detailed in the map of the area detailed in Appendix 2).

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Proposal 2: The introduction of a revised core area CPZ with a revised Spurs Match Day (SMD) controls

- a) Proceed to statutory consultation on the introduction of all week parking controls to a revised core area north of Park Lane/Church Road consultation area and bounded by the borough boundary with Enfield to the north, Tariff Road/Worcester Avenue and Park Lane Close to the east and Tenterden Road/Beaufoy Road and the railway line to the west. Please see a map of the relevant area at Appendix 2.
- b) That no further work be undertaken to implement proposals for all week CPZ controls in roads south of Park Lane within the area originally consulted on.

Proposal 3: Revised match day controls outside the core area

Approve the proposal to move forward to statutory consultation on:

- a) Revision of the SMD control operational hours to 12 noon to 8pm, Saturdays, Sundays and Bank Holidays.
- b) Extension of the SMD controls. Please see a map of the relevant area at Appendix 2.
- c) Introduction of an allocation of 24 visitor's permits per day qualifying household in any rolling twelve month period within the SMD controls at a charge of £2.00 per permit.
- d) To reduce the emergency corridor restrictions on week days (including bank holidays) to start from 5pm instead of 11am.
- e) That a phased or review of existing SMD permit eligibility be undertaken and that all new or renewed SMD permits be issued for a maximum period of twelve months and be subject to annual renewal thereafter.
- f) The introduction of an on-street match/event day parking charge to roads where there is no SMD residential parking demand at a band width of between £6 to £10 depending on the proximity to the stadium. A map of the relevant area is included at Appendix 2 of the report.

Proposal 4 – The proposed introduction of a CPZ with match/event day controls in the Tower Gardens and Tottenham Hale areas:

Tower Gardens

- a) Approval of the proposal to undertake statutory consultation on the introduction of a CPZ with SMD controls in the western side of Tower Gardens as set out in paragraphs 11.6 and 11.10 of the report.

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	<p>b) For all other roads in the original consultation area it is proposed to undertake statutory consultation on the introduction of match-day only controls.</p> <p><u>Tottenham Hale</u></p> <p>a) Approval of the proposal to undertake statutory consultation on the introduction of a CPZ with SMD controls in the south western area of Tottenham Hale consultation area as set out in paragraph 11.24 of the report.</p> <p>b) For all other roads in the original consultation area it is proposed to undertake statutory consultation for the introduction of match-day only controls. A map of the relevant areas is shown in Appendix 2 of the report.</p> <p>Alternative options considered</p> <p>No alternative options were considered. The introduction of parking controls is central to the whole redevelopment of the area. The Local Authority has a statutory duty to manage its road network, reduce congestion, improve road safety and minimise road traffic collisions. The introduction of parking controls also supports modal shift strategies and helps protect the local environment.</p> <p>Reasons for decision</p> <p>To obtain Cabinet approval with respect to the proposals above.</p>	
<p>CAB508.</p>	<p>REVITALISING TOTTENHAM HIGH ROAD AND DELIVERING SKILLS, EMPLOYMENT AND BUSINESS GROWTH</p> <p>Cabinet considered a report, introduced by the Leader of the Council, which set out proposals in relation to the use of 451 to 453 Tottenham High Road and the Council’s long term strategy for improving the High Road.</p> <p>The Leader noted that the proposals contained within the report would support work being undertaken to improve employment opportunities for local young people through exposing them to a professional office environment and giving them the chance to learn valuable new skills. The creation of high quality business space in the area supported the Council’s objective to establish a thriving High Road with a sustainable mix of high quality local independent retailers and businesses and nationally recognised names.</p> <p>RESOLVED:</p> <p>i. That a virement from the central contingency fund of £181,548 should be made to fund the pilot project.</p> <p>ii. That plans to take a five year lease of the premises at 451 to 453 Tottenham High Road be endorsed and that the key role that this would be play in delivering positive change to the area be noted.</p> <p>iii. That that the financial implications of the longer term proposals for 451</p>	

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to 453 Tottenham High Road which would form part of a report on the overall Tottenham Regeneration Programme that would be considered at Cabinet on 12 November 2013 be noted.

- iv. That approval be given to the Council, John McAslan and Partners and CHENEL entering into a services contract for the delivery of the twelve month pilot project based on the proposed MOU (the details of which are currently being finalised and the outcome of this will form part of the report being considered at Cabinet on 28 November 2013).
- v. That authority be given to waiving of Contract Standing Orders to tender the services associated with partnership pilot as it is in the Council's overall interests to do so.

Alternative options considered

The Council could decide to not proceed with this project and to take a non-active role in the uses and offer available on Tottenham High Road, but that is not considered appropriate for a number of reasons.

As stated in section 1 of the report the Council is determined to revitalise Tottenham High Road and make it the heart of business, commercial and community life in Tottenham. This requires a much stronger focus on attracting high quality retailers in the key centres on the High Road (North Tottenham, Seven Sisters and Bruce Grove District Centre) and promoting other high quality uses outside these key centres (leisure and employment generating commercial uses in particular).

Whilst substantial private and public sector investment is happening in, and is planned for, Tottenham, this has yet to result in a more diverse High Road offer. The Council has been clear that it wants to see a mix of high quality independents and nationally recognised businesses choosing to locate on Tottenham High Road. The opportunity the 12 month pilot project presents of a prestigious and high profile business such as John McAslan and Partners (who have been responsible for projects such as the new King's Cross station and the Roundhouse in Camden) locating on Tottenham High Road can be a real game changer for Tottenham. It can send a huge signal of confidence to the local business community and wider investor market that Tottenham is growing and changing and that the area is open for business.

451-453 High Road is located just outside of the designated Bruce Grove District Centre. Whilst currently designated as an A1 (shops) use class, without prejudice to the Council's role as a Local Planning Authority, a proposal for a high quality professional services company (Architects and Urban Design Practice) operating out of a B1 (Business) or A2 (Financial and Professional Services) premises will be not be in rivalry with surrounding commercial premises and can play a key role in lifting the feel and offer of the surrounding area.

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CAB509.

REVISED HOUSE EXTENSIONS IN SOUTH TOTTENHAM SUPPLEMENTARY PLANNING GUIDANCE

Cabinet considered a report, introduced by the Cabinet Member for Planning and Enforcement, which sought approval to adopt the Revised House Extensions in South Tottenham Supplementary Planning Document (SPD) in place of the original House Extensions in South Tottenham SPD, which was adopted in October 2010.

There was agreement that the adoption of this document would help in controlling unauthorised house extensions whilst balancing this with the need to allow families to expand their homes to accommodate their families.

RESOLVED:

That approval be given to the adoption of the Revised House Extensions in South Tottenham Supplementary Planning Document (SPD), in place of the original House Extensions in South Tottenham SPD, adopted in October 2010.

Alternative options considered

The recommended proposals are considered to meet the balance of residents and stakeholder's concerns over extensions in South Tottenham; of both those that want greater freedom to build larger extensions with fewer restrictions on their use and appearance and those that want stronger restrictions on extensions and fewer extensions built.

There are a number of ways in which the Council could have granted greater freedom. It could, for instance, have considered permitting larger extensions, whether single storey or on two or more floors; however, this would have caused significant loss of amenity, particularly daylight, sunlight and privacy to neighbours and have lead to further loss of back garden space, which provides amenity, recreation space, food growing space and wildlife habitats.

If the Council had chosen not to insist on greater attention to detail of extensions, evidence from those built so far demonstrates that extensions would be built, which in many cases would not match the original house, increasing the loss of architectural unity and consistency of appearance of streets. This would lead to diminished property values and lack of acceptance of extensions from other residents living in the neighbourhood. It is worth nothing that the guidance reiterates that 'potential applicants can always discuss particularly peculiar circumstances that lead them to consider extra large extensions acceptable in a pre-application enquiry'.

If instead the Council had sought to restrict extensions, there would not be a solution to the problem of overcrowding of large families within the capabilities of home owners to resolve the issue and the clear demand would not be met. This would continue social and health problems associated with overcrowding, further pressure for one off planning applications for extensions of all sorts, including rear extensions and the previously popular 'grossly over scale dormers', in all likelihood greater construction of extensions without or in

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	<p>contravention of planning permission and causing greater workload on the Council's planning officers.</p> <p>Alternatively the Council could have elected to not revise the SPD at all. This would have maintained existing restrictions on 'Type 3' extensions only being built in pairs, which many residents wanting to build such extensions are finding difficult to follow, the Council's planning officers are finding it difficult to enforce and considered not to make significant difference to the impact on appearance and neighbour's amenity compared with single extensions. The absence of greater emphasis on getting the details of extensions to match existing houses would perpetuate the problem of extensions not matching the existing house, which would diminish cross-community neighbourhood consensus in favour of the existing SPD. Some details with additional emphasis in the revised SPD, such as the importance of strengthening foundations and improving fire safety, impact on the safety of residents. Without other revisions the SPD would also lack the increased emphasis that the extensions are not intended to facilitate conversions for flats or Houses in Multiple Occupation (HMOs).</p> <p>Reasons for decision</p> <p>For the detailed reasons given above and in the SPD itself, this revised version of the SPD is considered to improve the guidance on what forms of additional extensions would be acceptable. The proposed revisions have been through a two stage consultation process with all local residents and the organisations that should be consulted and has been modified accordingly. The revised SPD therefore now needs Adopting by the Cabinet for it to come into force in place of the existing SPD.</p>	
<p>CAB510.</p>	<p>CONFIRMATION OF AN ARTICLE 4 DIRECTION FOR HOUSES IN MULTIPLE OCCUPATION (HMOS) IN EAST HARINGEY</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Planning and Enforcement, which sought agreement to withdraw permitted development rights for Houses in Multiple Occupation (HMOs) in certain wards within the borough (as detailed in the report).</p> <p>The Leader noted that whilst the withdrawal of permitted development rights would not provide an all encompassing solution to the problems that HMOs presented it would provide the Council with greater leverage in terms of managing HMOs and addressing their impact upon local residents.</p> <p>RESOLVED:</p> <p>i. That confirmation of an Article 4 Direction to remove permitted development rights for changes of use from C3 to C4, be approved, in the following wards:</p> <p>Seven Sisters Tottenham Green Tottenham Hale</p>	

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	<p>West Green Bruce Grove White Hart Lane Northumberland Park Noel Park Woodside Bounds Green Harringay St Ann's</p> <p>ii. That the Director of Place and Sustainability be authorised to carry out the statutory procedure for preparing and issuing the Article 4 (1) Direction Confirmation Notice.</p> <p>Alternative options considered <u>No Article 4 Direction</u> The use of single family dwellings as small HMOs would continue to be permitted development and would not be subject to Haringey's planning policies. This is likely to result in a continued expansion of small HMOs and the Council would not have the ability to apply planning policy requirements for space and amenity standards.</p> <p><u>Voluntary compliance by developers with the Council's planning policies related to HMOs</u> While there are many good landlords who would comply, in cases where there was low or no co-operation, the use of single family dwellings as small HMOs would continue to be permitted development and would not be subject to Haringey's planning policies. This would mean that in areas of the borough that have been identified as having poor quality HMO's, occupants would be exposed to low standards of accommodation. It would also mean the overall levels of conversion of family housing could not be monitored.</p> <p>Reasons for decision The implementation of an Article 4 Direction supports the presumption in favour of sustainable development as set out in the National Planning Policy Framework (NPPF) by asking for planning applications to be made to change from a family dwelling to a small HMO. Evidence presented in earlier reports regarding retention of family accommodation supports the case for the Article 4.</p>	
<p>CAB511.</p>	<p>WINTER SERVICE PLAN REVIEW 2013/14</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Environment, which sought approval of the revised Winter Service Plan for 2013/14. This document detailed the Council's policies and operational procedures for dealing with snow and ice on the highway.</p> <p>In response to a question as to why sheltered housing was not listed as a priority area and who was responsible for ensuring that the needs of residents</p>	

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	<p>in living in this type of accommodation were met during severe weather conditions, it was noted that Homes for Haringey (HfH) were responsible for making provision for residents living in Local Authority sheltered housing. It was noted that officers would provide as response on the provision made for residents living in private sheltered accommodation outside the meeting.</p> <p>The Leader reminded Cabinet that the Winter Service Plan was a rolling document, which was updated annually, enabling it to be adapted and developed as required. Consequently any areas where clarification was required could be updated as part of the ongoing process.</p> <p>RESOLVED:</p> <p>That the Winter Service Plan 2013/14, as detailed in Appendix 1 of the report, be approved and adopted, incorporating the proposed changes to Pavement and Carriageway Priority level, and amendments to the grit bin network, as summarised in section 5 of the report.</p> <p>Alternative options considered</p> <p>The option to incorporate all of the winter service suggestions and feedback to into the Winter Service Plan 2013/14 was considered. This option was not chosen because the plan is designed to deal with snow and ice on a priority basis linked to heightened levels of risk, the need to keep public transport moving footfall levels and the presence of important public buildings. Some feedback and suggestions received could not be given priority because they did not meet at least one of the criteria.</p> <p>Reasons for decision</p> <p>During severe weather it is not practicable for snow and ice on every carriageway and pavement surface to be treated and made safe. Therefore, it is important to explain where we grit, when we grit and why we grit in any given severe weather event and the Winter Service Plan does this. The approval and adoption of the Winter Service Plan provides a mechanism to demonstrate that the policies, priorities and schedules for gritting have been given due consideration and approved at a level appropriate to the importance of the function. It is also designed to minimise the number of accidents related to snow and ice on the highway and forms part of the Council’s defence when claims are received for injuries and damage linked to snow and ice.</p>	
<p>CAB512.</p>	<p>DISPOSAL OF FORMER WESTERN ROAD DEPOT, 20 WESTERN ROAD</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Finance, Employment and Carbon Reduction, which sought approval to authorise the officers to dispose of the Council’s freehold interest in the former Western Road Depot to the North London Waste Authority (NLWA) for best consideration.</p> <p>RESOLVED:</p>	

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	<p>That the Assistant Director, Property and Capital Projects, be authorised to dispose of the Council’s freehold interest in the former Western Road Depot to NLWA for best consideration.</p> <p>Alternative options considered The alternative option is to sell the property on the open market at a value to be determined, but this would still leave NLWA in need of a site to replace Hornsey Depot and would deprive local residents of a Reuse and Recycling Centre, as an alternative site and is unlikely to be acquired and developed within the required timescale.</p> <p>Reasons for decision To enable the relocation of the Reuse and Recycling Centre within the timescale required by the contract for the sale of Hornsey Depot.</p>	
<p>CAB513.</p>	<p>PURCHASE OF LONG TERM LEASE - 48-62 STATION ROAD, WOOD GREEN LONDON N22</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Finance, Employment and Carbon Reduction, which sought approval to purchase the long term leasehold interest of 48 to 62, Station Road, Wood Green. The report also sought agreement to delegate authority to the Director of Place and Sustainability and the Cabinet Member for Finance, Employment and Carbon Reduction, to agree the purchase price and final terms of the acquisition.</p> <p>Exempt information pertaining to the report was considered under agenda Item 23.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> i. That the purchase the long leasehold interest of the property known as 48 to 62 Station Road, Wood Green as shown in red (and annotated ‘D’) on the plan attached to the report, to be held for the same purpose as the freehold interest be agreed. ii. That the purchase price be agreed and that the Director of Place and Sustainability and Cabinet Member for Finance, Employment and Carbon Reduction be given delegated authority to agree the final terms of the acquisition. (Please refer to the exempt part of the report for details of the purchase price). iii. That the addition of the capital cost of the purchase to the Council’s Capital Programme be agreed. iv. That the intention to bring back a future paper on options for the regeneration and future civic presence in Wood Green Town Centre be noted. <p>Alternative options considered Officers appointed BNP Paribas to initially undertake an options appraisal,</p>	

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	<p>including a valuation, along with advice on redevelopment of the combined sites 38 to 46 Station Road, 5 River Park Road and the adjacent car park and to lead on negotiations on behalf of the Council. However, their brief was subsequently extended to include 48 to 62 Station Road in the light of the long term leasehold interest becoming available.</p> <p>The BNP Paribas options appraisal demonstrated significant marriage value generated by the Council combining its car park with the proposed scheme by Barton Bridging Finance for the redevelopment of 38 to 46 Station Road. However, with the long leasehold of 48 to 62 Station Road becoming available, they are of the opinion that there is greater business case and opportunity for the Council to combine the car park site together with 48 – 62 Station Road.</p> <p>Reasons for decision</p> <p>Acquisition of the long leasehold for 48 to 62 Station Road enables the Council to complete a contiguous interest in the buildings and sites along the north side of Station Road (as shown on the Ordnance Survey extract attached to the report) which would provide a key component in the wider Wood Green Town Centre regeneration. This acquisition therefore secures and optimises the opportunities for the Council to undertake regeneration of the Wood Green Town Centre area.</p>	
<p>CAB514.</p>	<p>PROCUREMENT OF EXTERNAL PROVIDER TO MANAGE THE SUPPORT FUND</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Finance, Employment and Carbon Reduction, which sought approval to an award of contract to manage Haringey’s Support Fund to Northgate for a seventeen month period commencing on 4 November 2013.</p> <p>Exempt information pertaining to the report was considered under agenda Item 24.</p> <p>RESOLVED:</p> <p>That approval be given to the award of a contract for the management of Haringey Support Fund, to Northgate for a seventeen month period commencing on 4 November 2013.</p> <p>Alternative options considered</p> <p>Previous to Cabinet on 16 April 2013 other options were considered in relation to the Support Fund, these were discounted in favour of a procured service to manage the administration of the fund with interim arrangements operational until that point.</p> <p>Reasons for decision</p> <p>Following the procurement process this supplier has been successful in terms of both quality and cost and as such the recommendation is that they are awarded the contract to manage Haringey’s Support Fund for the next seventeen months. Further review will then be conducted dependent on</p>	

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	<p>whether the Government continues to provide funding for this area.</p>	
<p>CAB515.</p>	<p>ENTERING INTO A SECTION 256 FUNDING TRANSFER AGREEMENT WITH THE NHS</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Health and Adult Services, which sought approval to enter into a Section 256 Agreement with NHS England and to approve the associated budget virements.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> i. That authority be given to the Council entering into a Section 256 Agreement with NHS England to receive £4.109m funding transfer from the NHS budget for the purposes of supporting adult health and social care services. ii. That it be noted that as a condition of the funding transfer the Health and Wellbeing Board must agree how the funding will be spent and that the schemes as agreed with Haringey Clinical Commissioning Group and approved by the Health and Wellbeing Board on 8 October, as set out in paragraph 5.3 of the report be noted. iii. That approval be given to the associated budget virements to finalise the allocation of funding to the proposed schemes. <p>Alternative options considered</p> <p>No alternative options are presented as schemes promoting integration are already in place.</p> <p>Reasons for decision</p> <p>Not applicable as the transfer has to be made.</p>	
<p>CAB516.</p>	<p>AWARD OF CONTRACT FOR ACTIVE FOR LIFE PHYSICAL ACTIVITY REFERRAL SCHEME</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Health and Adult Services, which sought approval to award a five year contract (with an optional one year extension) for the delivery of the Active for Life (AFL) physical activity referral scheme.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> i. That the wavering of tender requirements (CSO 10.01) as allowed under CSO 10.01.1 (a) (contract value of more than £100k) be approved. ii. That the contract be awarded to Fusion Lifestyle for delivery of the Active for Life physical activity scheme in accordance with CSO 9.07.1 (d) (contract valued at more than £250k). <p>Alternative options considered</p>	

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	<p>The option of undertaking a full tender process was considered; however, a waiver of Contract Standing Orders in respect of tendering is recommended on the grounds that it is in the Council's overall interest as allowed under CSO 10.01.2 (d) as described in the report.</p> <p>Reasons for decision</p> <p>Increasing physical activity is a priority for reducing the life expectancy gap in Haringey as outlined in the corporate plan and Health and Wellbeing Strategy. The current Active for Life scheme supports people in the east of the borough to become physically active. Following transfer of this public health service from the NHS to the council, the council seeks to commission the service, with increased capacity to support more people to become physically active and to develop specialist services for clients with strokes and cancers.</p>	
<p>CAB517.</p>	<p>APPROPRIATION OF FORMER SITE MANAGER HOUSES</p> <p>Cabinet considered a report, introduced by the Cabinet Member for Finance, Employment and Carbon Reduction, which sought approval to appropriate the former site manager houses currently held by the Children's Service, to the Housing Revenue Account (HRA) in order to enable the units to be renovated and re-let as permanent affordable social housing, to be managed by Homes for Haringey.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> i. That the property known as Caretaker's house, 67a Boyton Road, N8 (shown edged in red on plans attached at Appendix 1 of the report), which was no longer required for the purposes that it is currently held, be approved for appropriation for housing purposes. ii. That that land adjacent to the east of Rowland Hill School, White Hart Lane, N17 (shown in Appendix 1 of the report), which was no longer required for the purpose for which it is currently held, be approved for appropriation for education purposes. <p>Alternative options considered</p> <p>Not appropriate – if the appropriation of the housing was not carried out then these units would continue to be a wasting Council asset.</p> <p>An alternative option is to allow Rowland Hill School to expand on to the recreation ground to the rear of the school. However, the Capital Programme Team determined that due to the unevenness of the ground at this point, construction would be significantly higher as the ground would need to be levelled and additional drainage would be required. In addition, access to a rear facility would be limited through the existing playground. This gives rise to security issues which would not be in line with Haringey's Safeguarding Children procedures. A facility to the east of the building would allow a managed access of the local community directly from the public highway.</p>	

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	<p>Reasons for decision Appropriation of the site to the Housing Revenue Account would make best use of Council assets and secure its future use for housing purposes. Appropriation of the land to Children’s Services would enable additional educational resources to be provided for the local community.</p>	
CAB518.	<p>MINUTES OF OTHER BODIES</p> <p>RESOLVED:</p> <p>That the minutes of the Decision by the Leader, which took place on September 2013 be noted.</p>	
CAB519.	<p>SIGNIFICANT AND DELEGATED ACTIONS</p> <p>RESOLVED:</p> <p>That the report be noted.</p>	
CAB520.	<p>NEW ITEMS OF URGENT BUSINESS</p> <p>There were no new items of urgent business.</p>	
CAB521.	<p>EXCLUSION OF THE PRESS AND PUBLIC</p> <p>RESOLVED:</p> <p>That the press and public be excluded from the remainder of the meeting as the items below contained exempt information, as defined under paragraph 3, Part 1, schedule 12A of the Local Government Act 1972.</p>	
CAB522.	<p>PURCHASE OF LONG TERM LEASE - 48-62 STATION ROAD, WOOD GREEN LONDON N22</p> <p>Cabinet considered exempt information pertaining to agenda Item 14.</p>	
CAB523.	<p>PROCUREMENT OF EXTERNAL PROVIDER TO MANAGE THE SUPPORT FUND</p> <p>Cabinet considered exempt information pertaining to agenda Item 15.</p>	
CAB524.	<p>NEW ITEMS OF EXEMPT URGENT BUSINESS</p> <p>There were no new items of exempt urgent business.</p>	

The meeting closed at 7.45pm.

**MINUTES OF THE CABINET
TUESDAY, 15 OCTOBER 2013**

COUNCILLOR CLAIRE KOBER

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