

**MINUTES OF THE PLANNING SUB COMMITTEE
WEDNESDAY, 25 MARCH 2015**

Councillors: Ahmet (Chair), Akwasi-Ayisi, Basu, Beacham, Bevan, Carroll, Gunes, Mallett (Vice-Chair) and Rice

**MINUTE
NO.**

SUBJECT/DECISION

<p>PC09.</p>	<p>WEBCASTING</p> <p>RESOLVED</p> <ul style="list-style-type: none"> • That the Chair’s announcement regarding the filming of the meeting for live or subsequent broadcast be noted.
<p>PC10.</p>	<p>RIVERSIDE SCHOOL WHITE HART LANE N22 5QJ</p> <p>The Committee considered a report on the application to grant planning permission for the construction of music and art classrooms with additional services and circulation, located on first floor and new school entrance and vehicle drop off and pick up rearrangement at ground floor. 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.</p> <p>The planning officer gave a short presentation highlighting the key aspects of the report.</p> <p>[Cllr Akwasi-Ayisi entered the room late during the officer introduction and as such was unable to participate in the determination of this item].</p> <p>Clarification was sought on the resolution of the issue of the access of refuse vehicles to the site. Officers advised that completion of a safety audit would be secured under condition to provide additional assurances over safety in light that a slight overrun had been identified under initial assessment.</p> <p>Confirmation was also provided that the approval of materials would be covered under condition.</p> <p>The Chair moved the recommendation of the report and it was</p> <p>RESOLVED</p> <ul style="list-style-type: none"> • That planning application HGY/2014/3573 be approved subject to conditions. <ol style="list-style-type: none"> 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. <p>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.</p>

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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. Those being:
- 100; 110; 111; 151; 152; 153; 155; 157; 158; 159; 200; 299; 300; 301.

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 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 proposal will require alterations to the public footway in order to cater for the new access arrangements. Prior to construction works being carried out on-site the applicant shall issue a Memorandum of Understanding that would secure payment for the required measures.

Reason: To maintain highway safety conditions for vulnerable pedestrian groups at this location and to create a safe route into and out of the school.

5. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on White Hart Lane is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid school drop-off and collection times and 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 and in the interests of highway safety.

6. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on White Hart Lane is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid school drop-off and collection times and 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 and in the interests of highway safety.

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable

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development in a positive and proactive manner.

PC11. BELMONT PRIMARY SCHOOL, RUSPER ROAD, LONDON, N22 6RA

The Committee considered a report on the application to grant planning permission for the proposed single storey extension of infants and junior primary school to provide new and improved facilities and refurbishment and renovation works to existing school areas adjacent to the extension. 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.

Clarification was sought on whether the new extension would allow for the removal of the portable classroom sited in the playground. The applicant advised that this was not within the scope of the current project and that the objective of the new extension was to provide bespoke facilities for pupils with special educational needs.

The Committee agreed to add a tree protection condition covering the existing tree onsite to any approval granted.

The Chair moved the recommendation of the report including the additional tree protection condition and it was

RESOLVED

- That planning application HGY/2015/0347 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 following approved plans and specifications:
5444-1000 Rev C, 5444-1001 Rev B, 5444-1010 Rev B, 5444-1020 Rev B, 5444-1100 Rev C, 5444-1200 Rev C, 5444-1201 Rev C, 5444-1210 Rev C, 5444-1250 Rev C and 5444-1300 Rev C.
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 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

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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. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the High Road and Whitbread Close is 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 network.

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: 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.

PC12. HOLY TRINITY CHURCH OF ENGLAND PRIMARY SCHOOL SOMERSET ROAD N17 9EJ

This item was withdrawn from the agenda.

PC13. ILSE AMLOT CENTRE FOR WOMEN & CHILDREN SOMERFORD GROVE N17 0PT

The Committee considered a report on the application to grant planning permission for the erection of a single storey extension to provide additional educational accommodation to increase provision for 2 year old children. 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.

Concerns were raised over the potential for rubbish to accumulate behind the section of boundary fencing abutting the perimeter of the extension. Officers advised that the removal of that section of fencing could be secured under condition.

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Confirmation was provided that the finish of the extension would match in with the existing building.

It was agreed that clarification of the ownership of the land would be sent to Cllr Rice.

The Chair moved the recommendation of the report including the additional condition covering the removal of the section of boundary fencing abutting the perimeter of the extension and it was

RESOLVED

- That planning application HGY/2014/3478 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 following approved plans and specifications: 612444-02 Rev P2; 612444-03 Rev P3; 612444-04 Rev P2; 612444-06 Rev P2; 612444-LT-00-B-1001 Rev P1; 612444-LT-00-B-1002 Rev P1.
Reason: In order to avoid doubt and in the interests of good planning.
 3. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing nursery building.
Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality 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 details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 6 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.
Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.
 5. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the High Road and Whitbread Close is minimised. It is also requested

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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 network.

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: 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.

PC14.

MUSWELL HILL POLICE STATION 115 FORTIS GREEN N2 9HW

The Committee considered a report on the application to grant planning permission for the proposed conversion of former Police Station to 9 no. residential units. 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 subject to a s106 legal agreement.

The planning officer gave a short presentation highlighting the key aspects of the report. It was advised that the police station plot had been divided into two plots for sale and subsequently in separate ownership. The site would therefore be the subject of two separate planning applications, the current application constituting the first and covering development of the main police station building.

The attention of the Committee was drawn to a number of corrections to the report. Clarification was provided under paragraph 6.34 that the police station would have had a higher trip generation level than that projected under proposed residential use. An amendment was outlined to paragraph 6.37 in that *'the number of available spaces during the busiest period would reduce from 58 spaces to 47 26 spaces when including the adjacent development site to the south'*.

Officers outlined that the affordable housing contribution proposed was policy compliant and that the applicant had reaffirmed a commitment to proceeding with the contribution.

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

- The lack of on site parking constituted a primary concern, particularly as it was likely that the development would have higher than average car ownership levels. This would have a significant impact on on-street parking demand, exacerbating current issues with a lack of available spaces during peak daytime hours. It was also questioned why a contribution was being

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sought towards the feasibility of implementing a controlled parking zone (CPZ) in the area surrounding the site if on-street parking was not, as outlined, considered a problem.

- The affordable housing contribution proposed was thought to be derisory.

Cllr Berryman addressed the Committee and raised the following points:

- The scheme constituted the loss of another public building and would make no contribution to the local community.
- The affordable housing contribution and parking provision contained within the application were insufficient, particularly in light of the high existing demand for on-street parking in the area.

The applicant addressed the Committee and raised the following points:

- The proposed affordable housing contribution was policy compliant
- Extensive parking surveys had been undertaken for the scheme in accordance with industry standard methodology, focussed on provision within a 200m radius of the site. These surveys had identified sufficient on street parking provision during peak times to accommodate demand, with 58 spaces minimum available in the area overnight. The projected net increase in vehicles from the scheme would be 7, taking into account the removal of a disabled parking bay. The police station had utilised on-street parking so would also have had an impact on demand in the area.

The Committee sought further clarification from the transport officer on his view of the application as set out within the report. It was explained that the transport statement provided by the applicant was robust but that the area suffered from high on-street parking pressure and the scheme would add to this pressure. Although evidence had been provided that spaces would be available during peak times, these would be distributed over a wide area, with those roads closest to the site suffering from severe pressure.

The Committee raised the following points in their discussion of the application:

- Clarification was sought on the potential mitigation implementing a CPZ in the area could have on parking demand. It was advised that it would help to a degree as the area suffered from displaced parking from a nearby CPZ but that higher demand in the area was for overnight parking which a CPZ would not cover. Implementation of a 24 hour CPZ was unlikely to be justifiable or supported during the required consultation process.
- In response to a question, it was advised that the second land parcel of the site covering the yard area was unconnected to the police station scheme but that refusal of the current application would render it unable to be converted to residential. Confirmation was provided that when the application for the second plot came forward, the cumulative impact on parking would be assessed as a material planning consideration.
- The potential of designating the scheme car free was queried. Officers advised that this was not feasible as the scheme did not meet the requirements in relation to the PTAL level or have a CPZ currently in place.
- Clarification was sought as to whether a precedent for on-street parking spaces had been established from the police station use. It was advised that it had not been possible to calculate the on-street parking demand from the police station as it was not operational at the time of survey. Hornsey Police Station had been used as a benchmark, which suggested

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that demand was likely to balance out.

- Concerns were raised that the sale of the site into two plots might have been contrived to reduce the affordable housing contribution due. Officers advised that the original owner of the land was not one of the applicants and that the two new owners were separate legal entities. It was reiterated that the affordable housing contribution for the current application was policy compliant.
- Further assurances were sought on the officer recommendation to approve the application despite the reservations of the transport team regarding the impact of the scheme on parking pressures in the area. The Head of Development Management confirmed that consensus was always sought but that in this case, there was a difference in officer opinion regarding the definition of 'severe' impact under the NPPF. The planning service considered the 7 additional projected parking spaces associated with the scheme were acceptable in balance against the benefits of bringing the building back into use.

Cllr Bevan put forward a motion, seconded by Cllr Akwasi-Ayisi, to reject the application on the grounds that the scheme would generate street parking demand and that this would result in a significant adverse impact on existing on street car parking pressure which would impact on existing residents and potentially impact on highway safety at this location. At a vote, the motion was carried and it was

RESOLVED

- That planning application HGY/2014/1333 be refused on the grounds that the scheme would generate street parking demand and that this would result in a significant adverse impact on existing on street car parking pressure which would impact on existing residents and potentially impact on highway safety at this location.

PC15.	DATE OF NEXT MEETING
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	13 April.
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COUNCILLOR AHMET

Chair