

Report for: Regulatory Committee

Title: Planning Services 2018/19 (April – December) update

Report authorised by : Emma Williamson, Assistant Director, Planning

Lead Officer: Dean Hermitage, Matthew Patterson, Neil Goldberg, Fortune Gumbo, Bob McIver

Ward(s) affected: N/A

**Report for Key/
Non Key Decision:** for information

- 1. Describe the issue under consideration**
A report on the work of the Planning Service in the financial year 2018/19 (April – December) to date.
- 2. Recommendations**
 - a) That this report be noted
- 3. Reasons for decision**
Not applicable
- 4. Alternative options considered**
This report is for noting and as such no alternative options were considered.
- 5. 2018/19 (April – December) work report**

Development Management

- Applications during **2018/19: 2663**
- Applications in same period **2017/2018: 2517**
- Number of cases on-hand end December **2018: 468**
- Appeals during **2018/19: 71**
- Appeals dismissed (won) during **2018/19: 48**
- Cumulative performance (applications in time) during **2018/19:**
 - Majors : **100%**
 - Minors : **98%**
 - Others : **98%**
 - PSO : **90%**
 - Validation: **12 working days**

As requested at the July Regulatory Committee Appendix One explains the categories of applications.

Performance overview

- 5.1 Performance is at 100% for 'Majors' Applications and remains at the top quartile in London. Our performance for 'Minor' applications has improved and also remains at the top quartile in London at 98%. 'Other' applications are also maintained at top quartile in London at 98%. Performance has continued to improve and we expect to continue to be top quartile in all categories for the whole of this year.
- 5.2 In 2018/19 we have decided a total of 20 major applications compared to 25 decided during the same period in 2017/18. The average time of decision has increased from 214 to 250 days between these time periods, however all of these have been subject to planning performance agreements / extensions of time which are mutually agreed with applicants and encouraged in national guidance. The level of major applications submitted in the latter part of this year has reduced over previous years. The Government has three measures of performance which the Council must remain within thresholds for. If we breach these thresholds we will be designated as a poorly performing planning authority and developers will then have the option of applying directly to the Planning Inspectorate for Planning permission. This would mean that we don't get the fee income for that application but we are still required to undertake the consultation. In addition we lose the democratic right to determine the application. The first of these measure is our performance on a two year rolling period for determination of major applications. We are at 100% for this measure (the threshold is 50%)
- 5.3 In 2018/19 we have decided 393 'Minor' applications compared to the 445 'Minor' applications decided during the same period in 2017/18. There is an increase in average decision time from 68 days to 78 days. During 2018/19 we have decided 915 'Other' applications compared to the 922 'Other' applications decided during the same period in 2017/18. The cumulative average decision time has slightly increased from 58 days to 60 days. Officers are currently addressing the reasons for these rises in average decision time and implementing measures to address this. The second of the government thresholds relates to performance on minor and other applications over a two year period. We are at 97% on this measure (the threshold is 70%). The third of the government thresholds relates to overturns of refusals of applications on appeal and relates to minor and other applications. We are at 2.5% on this measure (the threshold is to remain below 5%).
- 5.4 The length of time taken to validate an application has increased from an average of 10 to 12 days, however this is a product of the Systems thinking approach where there is a delay before validation rather than before decision.
- 5.5 Officer caseloads have remained at around 40 throughout the 2018/19 financial year with its peak during August 2018 at 42 cases per officer, and the lowest during April 2018 at 37 cases per officer. The number of on hand applications is around 50 less than this time last year and this is a reflection of our new approach as well as a focus on resolving a backlog of long standing applications. The on hand applications have remained between 450 and 500 cases throughout the 2018/19 financial year with the peak during August 2018 at 504 on hand applications, and the lowest during April 2018 at 447 on hand

applications. As of the end of December, there are currently 468 on hand applications. The number of applications over 26 weeks is now at around 40. These cases are all complex or awaiting section 106 sign off.

Pre-application advice

- 5.6 During 2018/19 there have been 132 pre-application meetings generating a total of £173,444 of income compared to £159,225 generated from 139 pre-application meetings last year within the same period. In 2018/19 there have been 88 householder pre-application meetings generating £29,734 of income compared to £32,276 generated from 107 householder pre-applications meetings last year within the same period.
- 5.7 The use of Planning Performance agreements (PPA's) has continued to increase and so far this year the service has received in excess of £300,000 in income from these agreements and we currently have more than 15 live schemes that have PPA's.
- 5.8 Meeting the deadline for providing advice following pre-application meetings is steadily improving and continues to be a focus for the team.

Systems Thinking (Planning Solutions Team)

- 5.9 The Planning Solutions way of working was rolled out across the teams in 2016/17 and has impacted on the end to end time of determining planning applications across the service. The table below is for all applications and is the average end to end time for determination.

	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019 (to end of December)
Received	2951	3479	3907	4019	3399	2263
Approved	2372	2807	2935	3255	2659	2265
Refused	338	470	709	506	385	257
Average day	73	76	69	61	54	62

- 5.10 IT issues continue to hinder further improvement and a new system is still under consideration.

Planning Decisions

- 5.11 The Planning Committee has met 6 times so far in 2018/19 and has resolved to grant planning permission for 1,354 residential units and 5,860 sq.m. of commercial/leisure/retail floorspace. It resolved to grant 501 residential units and 3,171 sq.m. of commercial space at reserved matters stage. It resolved to refuse against officer recommendation 121 residential units and 1,548 sq.m. of A1-A4 floorspace and resolved to refuse in line with officer recommendation 256 residential units and 1,450 sq.m. of commercial space. The fourth of the government thresholds relates to overturns of refusals (officer and committee) on major applications on appeal. We are currently at 3% on this measure (the

threshold is to remain below 10%). It should be noted that because the number of major applications that we determine is relatively low it does not need many appeals to be lost to bring us close to this threshold. Currently it would require 4 more to take us over the threshold.

Planning Enforcement

- Enforcement complaints received during 2018/19: **682**
 - Enforcement notices served during 2018/19: **78**
- 5.12 Improvement of the planning enforcement team is ongoing and performance has improved significantly over the year with notifications of decisions within the 8 week at **96%**. There has been a marked improvement in the rate at which the enforcement complaints received from members of the public are acknowledged. In December, 87% of the complaints were acknowledged within one working day of receipt. A supplementary pack with all the key planning enforcement statistics will be tabled at the meeting.
- 5.13 Planning Enforcement have undertaken a number of prosecutions against owners who have failed to comply with existing enforcement notices. In addition to the prosecution proceedings, there has been a concerted effort in securing confiscation sentences under the provisions of Proceeds of Crime Act (POCA) 2002. So far these efforts have resulted in confiscation orders totalling £957.5k. Of this amount the Council will receive 37.5% which equates to approximately £359k. In addition the service managed to recover the prosecution costs totalling £15.3k.
- 5.14 Further member engagement on enforcement training and priorities is planned for later on in the financial year.
- 5.16 The new Enforcement Plan, as previously endorsed by the Committee is now available online and in operation.

PLANNING POLICY

Development plan documents

- 5.17 The Policy team have been preparing the final draft of the Wood Green Area Action Plan, having regard to the comments received to consultation over February – March 2018. This will take into account the fact that the Crossrail 2 continues to remain uncommitted and unfunded, and therefore, its provision can not be relied upon to support the growth of the area. Further work will also be required to understand the implications of the recent TfL announcement that the planned improvements to the Piccadilly line are being put on hold.
- 5.18 With respect to the proposed Wood Green site allocations, as reported in the last Planning Service report, the Direction of Travel is that the Mall and Bury Road Car Park site allocations will promote a refurbishment option rather than a redevelopment option. This responds to the strong opposition by residents of Sky City and Bury Road, and to the Mall owners indication that it no longer supports a full redevelopment of the Mall. The final confirmation of the

proposals for Council's own sites is awaiting a decision on the Accommodation Strategy, which is due to be reported to Cabinet in early 2019. In the interim, the Policy team continues to work with Regeneration and Economic Development colleagues to strengthen the evidence base around employment floorspace needs and how we can maintain and improve the vitality of the town centre given the challenges faces the retail sector and high streets.

- 5.19 The Policy team also continues to work with our north London colleagues on the production of the North London Waste Plan. The pre-submission draft has been reported to the cabinets and full councils of the other six authorities over the past months, receiving approval from all six for publication for the final round of consultation. It is being reported to Haringey's Cabinet and Full Council in January 2019. Subject to the draft receiving approval, the plan will then be published for a six week consultation and then submitted to the Secretary of State for independent examination, which is programmed to take place mid 2019.

S106/CIL

- 5.20 As reported in the last Planning Service report, the Policy team has begun to engage local communities in the identification of local projects for the spending of the Neighbourhood portion of the funds. Under the CIL regulations, 15% of money collected from new development must be spent on infrastructure provision in the local area in which the development takes place. Local infrastructure projects can be anything that provides benefits to the local community, such as road and footpath improvements, safety measures (e.g. lighting & CCTV), new or improved playgrounds, cycling and walking facilities, traffic calming measures, tree planting, new community facilities etc. The current CIL Neighbourhood Portion fund totals circa £851k.
- 5.21 We received around 600 responses to our initial online survey. The results for each of the CIL neighbourhood areas will be published on the website, along with details of the next stages of more targeted area engagement, which aims to establish a prioritised list of local projects for each CIL neighbourhood area.
- 5.22 In addition, we are reviewing how we might best provide information to residents on the CIL and Section 106 monies received and the subsequent infrastructure projects delivered. This is running in tandem with an audit of our CIL and S106 administration and management processes, in order to ensure we are able to best manage the collection and spend of funds now that their collection is increasing as developments are implemented. The aim is to clearly articulate the benefits being delivered through new development.
- 5.23 Lastly on CIL, the Policy team has recommenced work on the revision to the existing Haringey CIL rates. This work was paused in 2017 due to the viability implications for schemes in the Southern Charging Area that had received outline planning permission but not sought the subsequent reserve matters applications, any change would have resulted in renegotiation of the levels of affordable housing. The current programme is to bring the revised draft Charging Schedule to Regulatory Committee and Cabinet in April for approval for consultation. However, the Government is also consulting further on the detailed changes to developer contributions, which includes the removal of the

pooling restrictions and changes to ensure more of the uplift in land value from the receipt of planning permission can be captured in the CIL calculation. Haringey's revised CIL would benefit from the positive changes being proposed, and therefore the programme for the CIL review will need to have regard to when the changes to the legislation are to take effect.

Other work

- 5.23 The team is leading on drafting the Council's response to the further planning reforms being proposed by the Government following the Autumn Budget. These include further relaxing of controls over what different types of retail units can change to, redeveloping entire office buildings to residential use, as well as a proposal to allow an additional dwelling to be built on existing buildings through provision for upward extensions.
- 5.24 While the findings of the new Housing Delivery Test were to be published in November last year, these have been delayed. However, all indications are that Haringey will need to respond to its shortfall in housing completions through the production of an Action Plan. Work is being undertaken to determine what appropriate actions the Council could take as well as what the longer-term implications may be for planning in Haringey, in light of the significant increase in the Borough's strategic housing requirement proposed in the new London Plan.
- 5.25 In addition to that set out above, the work programme for the Policy Team over the next six months will also include:
- The bringing 'in-house' of the hosting and management of Haringey's Self-build Register, introducing a local connection test and financial capability test.
 - Attendance at the Examination in Public of the new London Plan, in particular, conveying the implications for the Borough of the further increase in Haringey's strategic housing requirement from 1,502 to 1,958 units p.a., the challenging small sites target of over 600 units p.a, and ensuring the new policies to do not undermine our ability to make decisions in the best interests of Haringey.
 - Work on progressing the Highgate School SPD.
 - Further refinement to the monitoring processes for housing and employment floorspace.
 - Continuing to Engage and collaborate with our neighbouring authorities over their emerging strategies and plans, especially on cross boundary issue of importance to Haringey.
 - Continuing to input into other corporate documents and strategies including the Borough Plan.
 - Actively engaging the development community to better understand why some sites have not come forward for development and why permissions are slow to be built out.
 - Continuing to keep abreast of further proposed planning and housing reforms emerging from central government.

Conservation

- 5.26 The team are now consulting on four new conservation area appraisals and management plans: Tower Gardens; Peabody Cottages; Bruce Castle; and Tottenham Cemetery. The public consultation will conclude in February, and the documents will be amended having regard to representations received. Finalised documents will be reported to Regulatory Committee for review and endorsement prior to adoption.
- 5.27 Work continues on a further 5 appraisals: Bowes Park; Trinity Gardens, Wood Green Common, Muswell Hill and Fortis Green. The draft documents will be reported to Regulatory Committee in the summer of 2019 for review and endorsement prior to public consultation.
- 5.28 Alongside the above, work has been undertaken with local CAAC's to update Haringey's Local Heritage List (i.e. the list of buildings and structures that have local heritage interest warranting recognition in the planning process, while not meeting the criteria for statutory designation). A public consultation on the revised list is now underway. This will be reported back to Regulatory Committee once the consultation process has concluded.
- 5.29 The team continues to make a major contribution to supporting planning officers in dealing with planning applications affected the Borough's heritage, as well as providing input at the pre-application stage.

Transportation Planning

- 5.32 The team's priority continues to be the delivery of the new Haringey Transport Strategy which was adopted in March 2018. The new strategy outlines the overarching transport policy for the borough over the next 10 years. The strategy supports the council's planning service, the delivery of regeneration and will help secure vital investment to improve Haringey's transport system, in particular to enable more people to walk and cycle.
- 5.33 A significant source of funding for transport infrastructure is the Local implementation plan (LIP) Fund given by the Mayor of London to the boroughs. This fund, which has been substantially static over the last two years, needs to be bid for. The new draft LIP covering the next three years is currently out for public consultation until 31 January 2019. Haringey will need to submit the final LIP to Transport for London in February 2019. The LIP will continue to fund transport projects in Haringey to help the borough become more cycling and walking friendly, as well as fund essential road safety and maintenance works.
- 5.34 Sustainable Transport is at the heart of the new transport strategy and the team is leading on a range of measures to mitigate the impact of motor traffic and reduce the reliance on the private car. These measures include: setting up a car club contract, managing car sharing initiatives and point to point car hire; supporting the use of electric vehicles, installing electric charging infrastructure and working with Transport for London (TFL) to develop a rapid electric

charging network within the borough; and introducing a future dockless bike sharing scheme in the borough.

- 5.35 The team is working to ensure the public transport network in the borough is fit for purpose and meets the needs of Haringey residents and businesses. The team are working to secure improvements to a number of rail routes including: the Barking Gospel Oak line and the West Anglia main line through Tottenham Hale and Northumberland Park which will include an additional track between Tottenham Hale and Angel Road to allow a 4 trains per hour service to be introduced serving a redeveloped station at Northumberland Park.
- 5.36 Equally important to Haringey's sustainable transport system is its bus network. The team will be prioritising a review of buses in, and through, Haringey to ensure residents are taken from and to their desired locations and that routes are consistent with the council's regeneration and growth priorities. The team will also work with the bus providers and TFL to support the electrification of their fleets and to ensure the bus network meets the needs of residents.
- 5.37 The team continues to work closely with the Smarter Travel team to deliver behavioural change programmes in schools and communities; cycle promotion and cycle training initiative; and road safety projects. A new staff travel survey is out for internal consultation at the moment and will inform a new staff travel plan later in 2019. The team also continues to work closely with the air quality and carbon management team on projects and initiatives to improve air quality in the borough.
- 5.38 Following a successful bid in October 2017, the transport planning team secured £5.8m to deliver a Liveable Neighbourhood in Crouch End Town Centre. The project is now underway, having appointed consultants to assist the council. The visibility of the scheme for residents and businesses through public consultation and engagement will take place later this year. The scheme will encourage more walking, cycling and the use of public transport. The aim is to encourage more active travel in the area, tackle congestion and improve air quality and residents' well-being. The project is funded over four years and the team will assist the council's Sustainable Transport and Highways team to commence and further develop the bid this year.
- 5.39 The focus going forward will be finalising the new LIP and submitting this to Transport for London, preparation of the cycling and walking action plan to deliver the aims of the adopted Transport Strategy and a review of the bus network in Haringey. The team will continue to work closely with the Sustainable Transport and Highways team and Smarter Travel team; community groups and stakeholders; and TFL and transport providers, to deliver the priorities and outcomes set out in the adopted Transport Strategy. The Council also has an opportunity to prepare a new Liveable Neighbourhood fund bid for 2019. This will be further priority for the team this year.

BUILDING CONTROL

- 5.40 Figures and update to be tabled at the meeting

MEMBERS

5.43 A tour of a number of sites that won Haringey Design Awards as well as a housing development in Hackney with podium play space took place in December. An item on the Quality Review Panel is on the agenda for this Regulatory Committee meeting and training on viability, zero carbon and conservation areas is being arranged for prior to forthcoming planning committee meetings.

6. Contribution to strategic outcomes

The Planning Service contributes to outcomes in Priority 4 and 5.

7. Local Government (Access to Information) Act 1985

Planning Applications are on the Planning Register on the Council's website and the Local Plan Documents are also on the Council's website.

APPENDIX ONE

Definitions of Categories of Development

Major Development

- 10+ dwellings / over half a hectare / building(s) exceeds 1000m²
- Office / light industrial - 1000+ m² / 1+ hectare
- General industrial - 1000+ m² / 1+ hectare
- Retail - 1000+ m²/ 1+ hectare
- Gypsy/traveller site - 10+ pitches
- Site area exceeds 1 hectare

Minor Development

- 1-9 dwellings (unless floorspace exceeds 1000m² / under half a hectare)
- Office / light industrial - up to 999 m²/ under 1 hectare
- General industrial - up to 999 m²/ under 1 Hectare
- Retail - up to 999 m²/ under 1 hectare
- Gypsy/traveller site - 0-9 pitches

Other Development

- Householder applications
- Change of use (no operational development)
- Adverts
- Listed building extensions / alterations
- Listed building demolition
- Application for relevant demolition of an unlisted building within a Conservation Area
- Certificates of Lawfulness (191 and 192)
- Notifications
- Permissions in Principle (PiP) and Technical Detail Consent (TDC)

PS0

Approval of details, discharge of conditions, non-material amendments