

1. FILMING AT MEETINGS.

The Chair referred to the notice of filming at meetings and this information was noted.

2. PLANNING PROTOCOL

The Chair referred to the planning protocol and this information was noted.

3. APOLOGIES

Apologies for absence were received from Cllr Worrell and Cllr Amin

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Collett declared an interest in regard to item 10 as she was ward councillor for Woodside. Cllr O'Donovan declared an interest in regard to item 8 as ward councillor for Tottenham Hale.

6. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 3rd April.

7. PLANNING APPLICATIONS

The Chair referred to the note on planning applications and this information was noted.

8. HGY/2025/0818 TOTTENHAM HALE STATION, LONDON UNDERGROUND LTD, STATION ROAD, TOTTENHAM, LONDON, N17 9LR

Gareth Prosser, Deputy Team Manager, introduced the report for the section 73 application to vary Conditions 1 and 11 of the approved development ref: HGY/2013/2610, renumbered under ref: HGY/2013/2610 (scheme previously amended via application ref. HGY/2018/1897 which amended condition 2 of the original permission HGY/2013/2610 with changes to the works to extend the operational railway station at Tottenham Hale). The variations sought consent to replace the requirement of providing a new station access point and footbridge from Hale Village to Tottenham Hale Station, to instead replacing that with pedestrian and cycle network improvements on Ferry Lane and ancillary works.

The following was noted in response to questions from the committee:

- Officers recognised that the bridge was desirable in addition to the works at Ferry Lane but was not essential. Unfortunately, since the planning application in 2013 circumstances had changed. However, removing the bridge did not mean that a bridge could not come forward at a later date. Changes in circumstances meant that the original design for the bridge no longer worked.
- In terms of the principle of the bridge, there was a general commitment from TfL set out in paragraph 3.9 of the report saying should funding become available as is expected in the future, TfL remained committed to collaborate to deliver a link bridge.

- On the bottom of page 25 onwards from the report, there was a summary of some of the consultation comments from the Ferry Lane Action Group, some of which welcomed the proposals, and some provided further comments and suggestions which were provided in detail in the report with the officer response.
- Officers had consulted 2,700 residents and received 46 objections and 5 letters of support; the number of objections had almost halved when compared to the previous application.
- The design of the bus stop bypass was in line with guidance, however, this scheme still needed to go through final detailed design and engagement with the Council. The design had been improved taking some of the recommendations that members had provided at the previous committee, officers had considered TfL best practice guidance. Haringey was also developing their own guidance relating to bus stop bypasses and shared bus stops, officers were liaising with disability groups within the borough. Condition one made clear that development must be carried out in accordance with the plans, but the detailed worked up plans would involve co-design with local stakeholders and local groups in the future.
- The risk of pedestrians being injured at bus stop bypasses was very low and TfL findings in 2024 provided recorded only five pedestrian casualties involving cyclists and one involving an E scooter rider on bus stop bypasses over a three-year period; presumably that was across the London area and putting that into context, there's 11,400 pedestrians injured in collisions with motor vehicles over the same time frame.
- Officers received comments from the Metropolitan Police which were generally supportive. They requested a condition and an informative which was included in the addendum.

Councillor Gordon, Cabinet Member for Placemaking and The Local Economy attended the committee to speak in support of the application:

- Tottenham Hale was becoming the destination that the Council always intended it to be, however it had to have the appropriate infrastructure. CCTV and the extra lighting were an important aspect of the design as safety and security was a big issue. She had personally attended meetings with local residents and felt that the Council had shifted the dial with going back and looking at the designs. Officers would be engaging with residents and relevant groups to get further enhancements. She had considered members concerns regarding the E bikes and E scooters. There was a lot more work to be done in the wider context of making Tottenham Hale a destination for all the international visitors and the new residents that were coming in. TfL cannot deliver a bridge at the moment, though funding is currently available for the highway infrastructure improvement works. However TfL retains a longer-term aspiration to deliver a bridge.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendation as set out in the report. The Chair moved that the recommendation be approved following a unanimous decision.

RESOLVED

2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to GRANT planning permission subject to the conditions and informatives set out below.

2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions

to the recommended conditions (planning permission) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

2.3 Conditions Summary (Full text of recommended conditions is contained in Appendix 1 of this report. Conditions are replicated and amended where necessary from the extant permission HGY/2018/1897).

- 1) Approved plans
- 2) Sample of materials (discharged in part)
- 3) Refuse and waste storage (discharged)
- 4) Archaeology (discharged in part)
- 5) Station management (discharged)
- 6) Signage strategy (discharged)
- 7) Demolition and construction (discharged in part)
- 8) Waste management plan (discharged)
- 9) Ecological receptors mitigation and enhancement strategy
- 10) Consideration constructors (discharged in part)
- 11) Section 278 agreement
- 12) Outline construction programme for Link Corridor.
- 13) Demolition and construction waste (discharged)
- 14) Arboricultural statement
- 15) Local labour (discharged)
- 16) Heating and hot water
- 17) Liaison group
- 18) Metropolitan Police

9. PRE APPLICATION BRIEFINGS

The following items were pre-application presentations to the Planning Sub Committee and discussion of proposals.

10. PPA//2025/0006 TIMBER YARD, 289-295 HIGH ROAD, WOOD GREEN, LONDON, N22 8HU

Samuel Uff introduced the report for redevelopment of the site for 36 x residential units within 2 x part three, four and five storey blocks and part two, part three storey mews buildings in conjunction with refuse and cycle stores, parking and relandscaping.

The following was noted in response to questions from the committee:

- 96% of the apartments would be dual or triple aspect with four of the homes being single aspect with an east aspect towards the High Road. All of the apartments would have their own private amenity in the form of balconies which would meet the London Plan standards.
- Affordable housing is not anticipated to be provided as it stands, given the viability of the scheme; this should be fully interrogated
- The design was a work in progress and the applicant would carry on improving this. The design would need to carefully respect the locally listed building at the former Fishmongers Arms to the south. The design officer thought it was a promising design with some elegant proportions to it. Including balconies had been challenging and officers had encouraged the applicants to move as many of the balconies as possible to the rear; but they also wanted to avoid them overlooking existing neighbours. It had a good internal courtyard but there was more work to be done sorting out exactly how those corner balconies would project.

- The space to the front of the site is highway land, there was an assumption by the applicant that the area was within their site ownership.
- If there were to be any loss of employment land, then there would be a financial contribution sought through the obligations SPG. Officers have had discussions internally with colleagues and the applicant to see what the best possible use would be.
- One of the matters that QRP had commented on was the internal arrangements of the flats.
- It would be a car free development and residents would be restricted from having car parking permits. The applicant would provide car parking spaces for residents with disabilities on the site, accessible from the shared access road.
- It would be helpful to see samples of the brick proposed.

11. UPDATE ON MAJOR PROPOSALS

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

- On Tottenham Hotspur's developments, there had been extensive pre app discussion, and an application seeking consent for reserved matters for residential development was submitted this month. Officers were validating the application and would soon consult with the community. .

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

To advise the Planning Committee of decisions on planning applications taken under delegated powers

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF FUTURE MEETINGS

The next meeting is scheduled for TBC.