

**MINUTES OF THE PLANNING COMMITTEE
MONDAY, 13 DECEMBER 2010**

Councillors: Peacock (Chair), McNamara (Vice-Chair), Christophides, Waters, Beacham, Reid, Schmitz and Rice

Also Present: Councillor Hare

MINUTE NO.	SUBJECT/DECISION	ACTION BY
PC103.	<p>APOLOGIES</p> <p>Apologies for absence were received from Cllr Reece.</p> <p>Cllr McNamara advised that although he had not attended the organised site visit, he had visited each of the sites separately in advance of the meeting.</p>	
PC104.	<p>URGENT BUSINESS</p> <p>There were no items of urgent business.</p>	
PC105.	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest.</p>	
PC106.	<p>DEPUTATIONS/PETITIONS</p> <p>There were no deputations or petitions.</p>	
PC107.	<p>MINUTES</p> <p>RESOLVED</p> <p>That the minutes of the Special Planning Committee on 26th October 2010 and the Planning Committee on 8th November 2010 be approved and signed by the respective Chairs.</p>	
PC108.	<p>APPEAL DECISIONS</p> <p>The Committee considered a report on appeal decisions determined by the Department for Communities and Local Government during October 2010.</p> <p>NOTED</p>	
PC109.	<p>DELEGATED DECISIONS</p> <p>The Committee considered a report on decisions made under delegated powers by the Head of Development Management and the Chair of the Planning Committee between 18 October 2010</p>	

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	and 21 November 2010. NOTED	
PC110.	PERFORMANCE STATISTICS The Committee considered a report on performance statistics for Development Management, Building Control and Planning Enforcement. In response to a question from the Committee, it was reported that the Committee would receive an update as part of a future statistics report on the premises at Eldon Parade, further to the Enforcement Notice having been served. NOTED	
PC111.	TREE PRESERVATION ORDERS The Committee considered a report recommending Tree Preservation Orders against trees located at 66 Shepherds Hill, N6. It was confirmed that no objections had been received in regard to the TPOs. RESOLVED That the Tree Preservation Orders be confirmed.	
PC112.	193-197 BROAD LANE, N15 The Committee considered a report, previously circulated, which set out details of the application, the consultation, the site and its environment, planning history and all the relevant planning factors and policies. Cllr Rice entered the meeting at 7.20pm, and did not participate in the vote on this application. The Planning Officer gave an outline of the report, highlighting the key points. It was reported that the layout of the site had been updated further to that described in the report; the improved layout was available for inspection by the Committee when they consulted the plans. The Committee inspected the plans. In response to questions regarding the risk of flooding at the site and its history, it was reported that the Environment Agency had taken the view that the risk of flooding was negligible. The Planning Officer advised that the proposed additional condition set out in the report in relation to the submission of a drainage impact assessment needed to be added to the conditions for the application.	

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Concern was expressed that the number of car club spaces proposed was not specified in the report, in response to which the Committee was advised that this would be two on-street car club spaces. It was confirmed that the number of car club spaces and the issue of parking would form part of the section 106 agreement and would be worded appropriately.

The Committee expressed concern that, as a car-free development, residents would be unable to apply for visitors parking permits under the terms of the CPZ. It was suggested that this issue should be looked at by the Council on a borough-wide basis. Concern was also expressed that there had been some inconsistency in the advice Members had received regarding this issue in the past. It was agreed that the Assistant Director, Planning, Regeneration and Economy and the Chair of the Planning Committee would meet with the Cabinet Member for Planning and Regeneration to discuss the wider policy issue of visitor parking permits not being allowed for car-free developments and to consider whether this could be reviewed; the Committee strongly endorsed this.

It was clarified that the section 106 contribution would be payable on implementation.

RESOLVED

That, subject to the conditions set out in the report and the additional condition regarding the submission of a drainage impact assessment and further details of a surface water discharge strategy and subject to a section 106 agreement, to include the provision of two car club spaces, application HGY/2010/1428 be approved. The wider issue of visitor parking permits for car-free developments would be taken forward for discussion with the appropriate Cabinet Member.

Conditions:

IMPLEMENTATION

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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

MATERIALS AND LANDSCAPING

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

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Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

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

WASTE STORAGE

7. That a detailed scheme for the provision of refuse and waste storage, including bumper bar system, cold water tap and foul water drainage, within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and maintain cleanliness of the site.

GENERAL

8. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

9. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation including an archaeological project design in accordance with the appropriate English Heritage guidelines, has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure the proper archaeological protection and assessment of the site.

TRANSPORT AND ACCESS

10. That a detailed scheme for the provision of secure and covered storage for 8 cycles within the site shall be submitted to

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and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to encourage the use of sustainable means of transport.

11. No vehicles associated with the construction or operation of the site shall stop/ park/ load/ unload/ pick up/ set down on the carriageway/ footway/ grass verge on the TLRN public highway. The carriageway/ footway/ verge of the TLRN public highway must not be blocked / obstructed during the sites construction.

Reason: Broad Lane is part of TLRN and therefore of strategic significance to London. Works that may disrupt its operation should be minimised and managed. For this site it's possible to provide vehicle access via Anthill Road for construction as well as future operation of the site. This is the preferred option.

12. Notwithstanding the details contained within the documents hereby approved, a residential travel plan and delivery and servicing vehicle management plan, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the residential accommodation hereby approved.

Reason: To ensure the proper ongoing vehicle management of the development and to encourage sustainable means of transportation.

13. Prior to the commencement of the development hereby approved, a construction vehicle management plan providing specific details of all construction vehicle activity related to the development, including vehicle numbers, size, type and frequency visiting the site, access and egress arrangements, routing and hours of operation, shall be submitted to and approved in writing by, the Local Planning Authority.

Reason: to protect the amenity of nearby residents and the freeflow and safety of the adjacent A503 Broad Lane Red Route.

ENVIRONMENT AND SUSTAINABILITY

14. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

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Reason: In order for the Local Planning Authority to ensure the site is contamination free.

15. Prior to commencement of the development, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to, and approved in writing by, the Local Planning Authority. Such a report should have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied. In determining both the significance of exposure to air pollution and the levels of mitigation required, consideration should be given to the Air Pollution Exposure Criteria Table in the London Councils 'London Air Quality and Planning Guidance 2007'.

Reason: To ensure the development can be implemented and occupied with minimal risk to the occupants' health.

16. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. (Refer to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to safeguard the health and amenity of surrounding residents.

17. Prior to first occupation of the residential dwellings hereby approved, a statement demonstrating consistency with the submitted Energy Statement Assessment, which indicates the use of renewable technologies on site will lead to 20% reduction in predicted CO2 emissions (measure against a base building (according to 2006 Building Regulations), shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the LPA.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

18. Prior to first occupation of the residential dwellings hereby

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approved, a certificate demonstrating consistency with the proposed and approved Code Level for Sustainable Homes shall be submitted to and approved in writing by the Local Planning authority and thereafter implemented in accordance with any written approval given by the Local Planning authority.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

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

INFORMATIVE: A503 Broad Lane is a Red Route and part of the Transport for London Road Network (TLRN). Therefore, no stopping is permitted during the operating hours of the Red Route, except at specified times in specific loading and parking boxes. No construction and maintenance work shall be undertaken on the TLRN public highway without prior written consent from TfL in accordance with relevant legislation, procedures and health and safety regulations. No vehicles associated with the construction or operation of the site shall stop/ park/ load/ unload/ pick up/ set down on the carriageway/ footway/ grass verge on the TLRN public highway. The carriageway/ footway/ verge of the TLRN public highway must not be blocked / obstructed during the sites construction.

INFORMATIVE: Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

REASONS FOR APPROVAL

The proposed residential development is considered acceptable in principle in accordance with Policies HSG1, HSG2 and EMP4 of the Unitary Development Plan 2006. The density of this scheme is acceptable having regard to the London Plan and the

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	<p>size, layout and mix of units are considered acceptable. The proposed building is designed in way which responds well to its context and would improve the local streetscene. No harm to residential amenity through loss of light or privacy will arise. The development benefits from high public transport access and is designated as car free with the exception of disabled parking. As such it will not prejudice the free flow and safety of pedestrian and vehicle traffic. Adequate waste storage is to be provided and sustainability features are built in. The proposed scheme is there considered acceptable having regard to Policies UD2 'Sustainable Design and Construction ', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', CSV8 'Archaeology, ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands' and M9 'Car Free Residential Developments' of the Unitary Development Plan 2006 as well as the Housing SPD.</p> <p>Section 106: Yes</p>	
<p>PC113.</p>	<p>115 - 119 PARK ROAD, N8</p> <p>The Committee considered a report, previously circulated, which set out the application, the consultation, the site and its environment, planning history and all relevant planning factors and policies.</p> <p>The Planning Officer gave an outline of the report, highlighting the key points, and responded to questions from the Committee. In response to a question from the Committee, it was confirmed that the requirement for the provision of affordable housing was triggered by applications of 10 units or more.</p> <p>The Committee questioned the assessment that the site had a low level of public transport accessibility, and asked why private parking was permitted at this site and not other proposed developments. The Transportation Officer advised that this site was not appropriate for a car-free development as it was not in a CPZ, and that the Transportation team had no objection to the proposals, as the site could accommodate off-street parking without the need for any on-street provision. It was confirmed that the method for calculating the level of accessibility by public transport was based on the number and frequency of nearby routes, and that a site such as this was very different in terms of accessibility than a site close to a transport hub such as Tottenham Hale.</p> <p>In response to a question from the Committee regarding the automated gate and whether cars waiting to access the site would disrupt traffic while waiting for the gate to open, it was confirmed that there was sufficient space for a car to wait off-street for the</p>	

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gate to open without disrupting traffic.

Mr Tillotson, a local resident, addressed the Committee in objection to the application. Mr Tillotson advised that the proposed building was much larger than the previous building on the site, and would be a dominating structure which would overlook neighbouring gardens and the private close. The Committee were invited to consider some photographs to demonstrate the difference in size between the proposed block and the previous building, and the impact this would have on the local amenity. Vehicular access to the premises could cause problems.

In response to questions from the Committee, Mr Tillotson confirmed that the previous building on the site had been two-storey and that the main concern for local residents was the excessive bulk of the proposed block. It was felt that an application that was more in sympathy with the surrounding area would be preferable.

The applicant's agent, Mr Laverick, addressed the Committee. It was reported that the scheme had been adapted in consultation with the Council's Head of Development Control to address the various issues raised by Council officers and local residents. Although the proposed block was three storeys in height, it was in fact lower than the neighbouring two storey houses, and was designed in sympathy with the nearby nurses home. In response to questions from the Committee, Mr Laverick advised that there was sufficient evidence that the mixture of flats in the development would be acceptable in this area. The Committee inspected the plans.

The Committee considered the issue of amenity, and recommended that all the windows on the building's front elevation should have balconies, and that these should have solid or obscured frontages instead of railings.

In response to a question from the Committee regarding the Council's policies on the number and type of units required in the borough, it was reported that the UDP identified one and two bed units as the type of property of which there was the greatest shortage in the borough, although the Council's own preference was for larger units for affordable housing.

In response to concerns from the Committee regarding a precedent being set for the development of other sites in this area, the Assistant Director, Planning, Regeneration and Economy, advised that while this particular site represented an opportunity for a one-off development in a modern design, permission would not be granted in respect of applications for demolition of individual homes which formed the terrace

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neighbouring the site, and there was therefore very limited scope for this application setting a precedent, with the possible exception of the neighbouring petrol station site.

It was noted that Members had made a number of observations in respect of transport and parking policies in the course of their discussions. It was suggested that a report on these issues should be brought to a future meeting of the Committee for review and consideration, to be preceded by a training session on existing policies, provided that Members felt this was necessary. Committee Members were also encouraged to participate in the current consultation process for development management policies, which included transportation standards.

The Chair moved the recommendation of the report and, on a vote of 7 in favour and 1 abstention, it was:

RESOLVED

That, subject to conditions, including the additional condition that all windows on the front elevation should have balconies with solid / opaque frontages as opposed to railings, and subject to a section 106 legal agreement, application HGY/2010/1011 be approved.

Conditions:

IMPLEMENTATION

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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice

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the enjoyment of neighbouring occupiers of their properties.

MATERIALS

4. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

EXTERNAL WORKS/LANDSCAPING

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

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

GENERAL

7. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

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SUSTAINABILITY/ENVIRONMENTAL PERFORMANCE

8. Prior to the implementation of the consent hereby approved details of on-site equipment for the provision of renewable power generation for the building shall be submitted to and approved in writing by the Local Planning Authority, demonstrating a 20% reduction in predicated CO2 emission through use of renewable energy sources. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-instillation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved. Prior to the implementation of the consent hereby approved details of on-site equipment for the provision of renewable power generation for the building shall be submitted to and approved in writing by the Local Planning Authority, demonstrating a 20% reduction in predicated CO2 emission through use of renewable energy sources. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-instillation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with national London and local planning policy.

SERVICING/ACCESS

9. Full details of the proposed access gates, including method of operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

Reason: In order to ensure the safe movement of pedestrians on the footpath and vehicular traffic on the highway.

10. That a detailed scheme for the provision of secure and covered storage for 8 cycles within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to encourage the use of sustainable means of transport.

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WASTE/REFUSE

11. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

12. Notwithstanding the details shown on the drawings hereby approved, further details of the front elevation showing balconies included to the windows on the west side (over the arch), to a scale of 1:50, shall be submitted to and approved in writing by, the Local Planning Authority, prior to the commencement of the development

Reason: To ensure the satisfactory appearance of the building.

INFORMATIVE: In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. Prior approval may be required from Thames Water who may be contacted on 0845 850 2777.

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

REASONS FOR APPROVAL

The proposed residential development is considered acceptable in principle in accordance with Policies HSG1 'New Housing Development', HSG2 'Change of Use to Residential' and EMP4 'Non Employment Generating Uses' of the Unitary Development Plan 2006. The density of this scheme is within the range set out in the London Plan and the size, the layout of units are considered acceptable and the proposed dwelling mix has been justified. The design would cause no harm to the appearance or character of streetscene and no harm to residential amenity through loss of light or privacy will arise. The proposed amount of parking and means of access will not prejudice the free flow and safety of pedestrian and vehicle traffic. Adequate waste storage will be provided and sustainability features are built in. The proposed scheme has addressed the reasons for refusal for the previous scheme and is now considered acceptable having regard to Policies UD2 'Sustainable Design and Construction ', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste

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	<p>Storage', UD8 'Planning Obligations' and M10 'Parking for Development' of the Unitary Development Plan 2006 as well as the Housing SPD.</p> <p>Section 106: Yes</p>	
<p>PC114.</p>	<p>HIGHGATE SCHOOL, NORTH ROAD, N6</p> <p>The Committee considered a report, previously circulated, which set out the application, the consultation, the site and its environment, planning history and all relevant planning policies and guidance. In addition the Committee considered the accompanying Conservation Area consent and Listed Building applications.</p> <p>The Planning Officer gave an outline of the planning application, highlighting the key points. The Officer outlined that conditions 2 to 10 of the CAC and Listed Building applications needed to be deleted as they should only apply to the planning consent. The Officer highlighted that a standard condition preventing demolition works until there was a signed contract for the implementation of the scheme needed to be imposed on the CAC consent. The Officer responded to questions from the Committee.</p> <p>In response to questions regarding comments submitted in writing by Mr MacBryde, an objector to the proposal, the Planning Officer advised that he disagreed with the assessment that the design was not sensitive, and judged that the proposal fitted the context of its environment. The Committee asked about the impact on neighbouring properties in respect of light, in response to which it was reported that there was an impact on one first-floor window in a property in the almshouses, but that the overall impact was not felt to be significant.</p> <p>The Assistant Director, Planning, Regeneration and Economy advised the Committee that the scheme had gone through a pre-application process, resulting in the application in its present form, which addressed issues raised by the Council. In response to a question from the Committee regarding whether officers agreed with the objectors' assessment of the degree of overlooking to the almshouses which would arise from the proposal, it was confirmed that officers did not agree with this assessment, as it was their view that the existing high wall facing the almshouses prevented the proposed new building from affecting these properties further.</p> <p>Two local residents, Mr MacBryde and Ms Goudy addressed the Committee in objection to the application on behalf of a number of other local residents. Mr MacBryde explained that he was an architect and planner who had formerly worked for the Planning Inspectorate. Mr MacBryde had submitted a written statement</p>	

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objecting to the application, expressing a number of concerns, the main issues being the impact on the amenity by loss of light, noise and disturbance caused by traffic on the access lane and failure to preserve or enhance the appearance of the Conservation Area. Ms Goudy advised the Committee that she was a resident of the Island site, where local residents felt that the proposals were disproportionate and would loom over residential properties. Ms Goudy also expressed concerns that the proposals would exacerbate existing issues of traffic and parking, and that the back lane was unsuitable for vehicular access to the site. Ms Goudy read out a letter from a resident of the almshouses who was alarmed to hear of the proposals due to concerns about loss of sunlight, as sitting in her garden, which was her pride and joy, was her life.

Cllr Bob Hare addressed the Committee in objection to the proposals. Cllr Hare recognised the contribution the school made to the area and to the borough as a whole, but expressed concerns that the proposals would be like an overhanging cliff and would reduce light to the almshouses. Cllr Hare stated that the Council should be encouraging better proposals and that the current application should be rejected on the grounds of its bulk, scale, massing and impact on the Conservation Area.

In response to a question from the Committee, Mr MacBryde confirmed that the issues of overshadowing and unsuitability of access via the back lane remained unchanged since a former application that was refused, and were still not addressed in the current scheme. Mr MacBryde clarified that the main issue was the scale of the proposal. The Committee asked whether the Highgate CAAC had responded to state that they had no objections, or had simply not responded and it was confirmed that a response had been submitted, stating that the CAAC did not object.

The Committee asked about the difference in opinion between the objectors and officers regarding the impact of the proposals on light to nearby properties, in response to which Mr MacBryde reported that there appeared to be no disagreement regarding what the impact would be, but the significance and materiality of this impact was disputed.

In response to questions from the Committee regarding the view that the proposals would lead to an increase in noise and disturbance for local residents. Mr MacBryde stated that this was his professional opinion. The Committee asked whether there was any agreement about the impact of the view of the proposed building from the rear of the almshouses, in response to which Mr MacBryde stated that there was no agreement on this, as the applicants had not demonstrated the impact from this viewpoint, which would be damaging to residents.

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Mr Richards, architect for the application, Mr Pheasant, the school bursar and Mr Harris, adviser on light issues, addressed the Committee in support of the application. It was reported that three public meetings had been held at the school and local residents had been sent leaflets regarding the application. It was reported that there was a genuine need for the proposals to improve safety and accessibility at the school and that the design was as sensitive as possible to the local area. Mr Harris reported that the school was very concerned about its impact on local residents, and light issues had been factored into the design process from a very early stage. Mr Harris advised that he had undertaken various tests and modelling in line with BRE guidelines and had objectively assessed the impact on neighbouring properties to be minimal. One bedroom window was assessed to be affected, but the impact on all other windows was within BRE guidelines for daylight and sunlight, with no increase in overshadowing.

In response to concerns raised by local residents regarding construction noise, Mr Pheasant advised that in order for the school to keep functioning, it was essential for the construction work to be as quiet as possible, and that measures would be in place to ensure this. Mr Pheasant also confirmed that the back lane would not be used for vehicular access.

The Committee asked whether the school had a travel plan to increase the number of people accessing the school by foot or public transport, rather than cars. Mr Pheasant confirmed that this was a priority for the school, which was working closely with the Council on this issue; there was a travel plan which was overseen by a senior staff member, and the school held a number of green days throughout the year, where travel other than by car was encouraged. Mr Pheasant confirmed that deliveries to the school would continue to be made via the middle courtyard and not the back lane or North Road. The Committee asked for the applicants' view on whether they agreed that the proposals failed to enhance the conservation area, as stated by the objectors. Mr Richards advised that the proposed development would create a further symmetrical element which would add to the appearance of the North Road elevation.

The Committee asked about the concern expressed by a resident of the almshouses that the application would affect her ability to sit out in her garden. Mr Harris advised that any impact would only occur late in the day when the sun set, by which time light would already have been blocked by the high wall to the back of the almshouses, so there would be no change as a result of the proposed building. Mr Harris added that an accurate computer model had been used to establish that the building would not be visible from the almshouses, due to the existing wall. In response

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to questions from the Committee regarding whether there would be an increase in parking and traffic issues in the area, Mr Pheasant advised that there were no proposals to increase the number of pupils or teachers at the school, and therefore there would be no increase in traffic.

The Committee inspected the plans.

The Assistant Director, Planning, Regeneration and Economy proposed that, if minded, the Committee could impose an additional condition preventing the Garner Quad vehicle gate access being used for deliveries.

RESOLVED

That, subject to conditions, including an additional condition preventing the Garner Quad vehicle gate access being used for deliveries, application HGY/2010/1888 be approved.

Conditions:

IMPLEMENTATION

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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority

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

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority

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

SUSTAINABILITY/ ENVIRONMENTAL PERFORMANCE

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4. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed sustainability/environmental standards have been met, prior to the occupation of the development.

Reason: To ensure that the proposal complies with the principles of sustainable development

5. A plan indicating the location of the air source heat pumps to be installed in the Foundation block and the associated calculations showing compliance with the reduction of 20% CO2 shall be provided to and approved in writing by the Local Planning Authority, prior to the occupation of the building. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-installation review, or other verification process agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building, hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with national London and local planning policy.

TREES AND LANDSCAPING

6. An Arboricultural method statement, including a tree protection plan, must be prepared in accordance with BS5837:2005 Trees in relation to construction, for approval by the Council. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees.

Reason: To ensure the adequate protection to trees on the site and adjacent sites.

7. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing. Robust protective fencing / ground protection must be installed prior to commencement of

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construction activities on site and retained until completion. It must be designed and installed as recommended in the method statement. The protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

CONSTRUCTION

8. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

9. Prior to the commencement of work a Construction Management Plan including a scheme for the management of the construction traffic associated with implementing this scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise vehicular conflict at this location.

10. The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow that person to observe the excavation and record items of interest and finds.

Reason: To enable archaeological investigation of the site.

OTHER

11. After the completion and occupation of the development hereby approved the Garner Quad vehicle gate access shall not be used for daily or other regular vehicular deliveries other than those essential for the upkeep and maintenance to this part of the school site.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

INFORMATIVE: The erection of the footway gantry, management of any footway diversions and use of the bus stand in North Road will require the developer to obtain the appropriate licences

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	<p>and/or traffic orders. The gantry will require a scaffold/hoarding licence which can be obtained from Haringey Council Traffic Management. The developer should telephone 0208 489 1712 for further information regarding this matter. The developer will need to liaise direct with Transport for London Buses regarding the use of the bus stand in North Road during the construction period.</p> <p>REASONS FOR APPROVAL</p> <p>The reasons for the grant of planning permission are as follows:</p> <p>(a) The proposal is acceptable for the following reasons:</p> <ul style="list-style-type: none"> I. The design, form, detailing and facing materials of the proposed development is considered acceptable and has been designed sensitively in relationship to adjoining properties, its setting adjacent to a Listed Building and the character and appearance of this part of the conservation area. II. The proposal will provide a high quality education facility which will provide enhanced opportunities for teaching and learning, with wider benefits to the local community. <p>(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 'Environment', G2 'Development and Urban Design', G9 'Community Wellbeing', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', ENV5 'Noise Pollution', M4 'Pedestrian & Cyclists', M10 'Parking for Development', CW1 'New Community/Health Facilities', OS17 'Tree Protection, Tree Masses and Spines', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV5 'Alterations and Extensions in Conservation Areas', CSV8 'Archaeology' and Haringey Supplementary Planning Guidance (October 2006); SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG5 'Safety by Design', SPG7a 'Pedestrian & Vehicular Movement', SPG7b 'Travel Plans', SPG8b 'Materials', SPD Housing.</p> <p>Section 106: No</p>	
<p>PC115.</p>	<p>HIGHGATE SCHOOL, NORTH ROAD, N6</p> <p>The Committee considered a report, previously circulated, which set out the Listed Building Consent application, the consultation, the site and its environment, planning history and the relevant</p>	

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	<p>planning policies and guidance.</p> <p>The Committee was advised that only condition 1 of the conditions set out in the report applied to this application, and the rest should be disregarded. An additional condition should also be imposed to state that full implementation could only be undertaken once a contract had been signed.</p> <p>RESOLVED</p> <p>That, subject to the conditions as amended, including the additional condition that full implementation could only commence once the necessary contract had been signed, Listed Building Consent application HGY/2010/1889 be approved.</p> <p>Conditions:</p> <p>IMPLEMENTATION</p> <p>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> <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> <p>REASONS FOR APPROVAL</p> <p>The reasons for the grant of conservation area consent are as follows:</p> <p>(a) The proposal is acceptable for the following reason: The design, form, detailing and facing materials of the replacement building is considered acceptable and will not have any detrimental impact on the character of the Conservation Area or Listed Buildings.</p> <p>(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV5 'Alterations and Extensions in Conservation Areas', CSV7 'Demolition in Conservation Areas', CSV8 'Archaeology' and SPG2 'Conservation and Archaeology' of Haringey Supplementary Planning Guidance (October 2006).</p> <p>Section 106: No</p>	
<p>PC116.</p>	<p>HIGHGATE SCHOOL, NORTH ROAD, N6</p>	

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The Committee considered a report, previously circulated, which set out the application for Conservation Area Consent, the consultation, the site and its environment, planning history and all relevant planning policies and guidance.

The Committee was advised that of the conditions set out in the report, only condition 1 was applicable to this application, and the remainder should be disregarded.

RESOLVED

That, subject to the conditions as amended, Conservation Area Consent application HGY/2010/1890 be approved.

Conditions:

IMPLEMENTATION

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 demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works for redevelopment of the site has been made and planning permission granted for the redevelopment for which the contract provides.

Reason: In order to ensure that the site is not left open and vacant to the detriment of the character and visual amenities of the locality.

REASONS FOR APPROVAL

The reasons for the grant of conservation area consent are as follows:

(a) The proposal is acceptable for the following reason: The design, form, detailing and facing materials of the replacement building is considered acceptable and will not have any detrimental impact on the character of the Conservation Area or Listed Buildings.

(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following CSV1

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	<p>'Development in Conservation Areas', CSV2 'Listed Buildings', CSV5 'Alterations and Extensions in Conservation Areas', CSV7 'Demolition in Conservation Areas', CSV8 'Archaeology' and SPG2 'Conservation and Archaeology' of Haringey Supplementary Planning Guidance (October 2006).</p> <p>Section 106: No</p>	
PC117.	NEW ITEMS OF URGENT BUSINESS There were no new items of urgent business.	
PC118.	DATE OF NEXT MEETING Tuesday, 11 January 2011, 7pm. The meeting closed at 22:00hrs.	

COUNCILLOR SHEILA PEACOCK

Chair