

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Councillors: Basu, Beacham, Brabazon, Butcher, Demirci (Chair), Peacock (Vice-Chair), Reid, Rice and Strang

Also Present: Councillors Gorrie and Stewart

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>	<b>ACTION BY</b>
<b>PC37.</b>	<p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Cllr Waters, for whom Cllr Brabazon was substituting, from Cllr Erskine, for whom Cllr Butcher was substituting and from Cllr Schmitz, for whom Cllr Strang was substituting.</p>	
<b>PC38.</b>	<p><b>URGENT BUSINESS</b></p> <p>The Chair admitted a late item of urgent business in respect of 19A Thorold Road, N22 8YE. The Committee was asked to agree to an extension of time to complete the section 106 agreement, following the previous decision of the Committee to grant the application subject to a section 106 agreement, which had originally been requested to be completed by 30<sup>th</sup> June 2011.</p> <p><b>RESOLVED</b></p> <p>That the Committee agree to extend the time period for completing the Section 106 agreement, up until 30<sup>th</sup> December 2011.</p>	
<b>PC39.</b>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Reid declared a personal interest as a Ward Councillor for Hornsey Ward, in which the site for agenda item 7, Coronation Sidings, was located.</p>	
<b>PC40.</b>	<p><b>DEPUTATIONS/PETITIONS</b></p> <p>There were no deputations or petitions.</p>	
<b>PC41.</b>	<p><b>MINUTES</b></p> <p>Proposed amended wording to minutes item PC27 on 225 Archway Road from the 11 July 2011 Planning Sub Committee meeting had been supplied to the Committee for consideration. It was</p> <p><b>RESOLVED</b></p>	

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

- 1) That, subject to the amended wording such that paragraph 2 of PC27 now read:

The Officer drew the Committee's attention to the recommendations on Pages 124-125 and highlighted that additional letters from residents a 7, 11 and 13 Southwood Avenue *and a letter signed by a number of local residents* had been submitted *within the consultation deadline, but not incorporated into the report before circulation*, raising concerns.....

And the correction of the word 'side' to read 'site' in the final sentence of item PC27; the minutes of the Planning Sub Committee on 11 July 2011 be approved and signed by the Chair.

- 2) That the minutes of the special Planning Sub Committee held on 20 July 2011 be approved and signed by the Chair.

The Committee agreed to vary the order of the agenda, to consider the applications for 550 White Hart Lane and 26 Lordship Lane next.

**PC42.**

**550 WHITE HART LANE, N17 7RQ**

The Committee considered the planning application report, previously circulated, which set out the details of the proposal, planning history, consultation and responses and analysis and assessment of the relevant planning issues. The Planning Officer gave a presentation on the key aspects of the application, and advised that there had been changes to the Section 106 from the details set out in the report - contributions would be; £70k for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop, as well as a scheme to improve street lighting and footway resurfacing within the vicinity of the site and the planting of replacement street trees within the vicinity of the site; £60k to support local employment opportunities as part of the Haringey Guarantee scheme; £32,200 for Community benefits; and £3k monitoring.

The Committee examined the plans for the application, and asked questions of officers. In response to a question regarding the impact of Heavy Goods Vehicles using the site, it was reported that the application would result in a reduction of HGV traffic compared with existing planned use. It was confirmed that the condition requested by the Environment Agency in response to the consultation had been added.

The Chair moved the recommendations of the report, with the amended section 106 agreement as presented, and it was:

**RESOLVED**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

1) That planning permission be granted in accordance with planning application no. HGY/2011/0814, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) The applicant to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop, in addition to a scheme to improve street lighting and footway resurfacing within the vicinity of the site;
- (1.2) A financial contribution of £60,000 be provided by way of S106 Agreement to support local employment opportunities either as part of the Haringey Guarantee project, or by other appropriate means agreed with the Council;
- (1.3) The applicant to enter into agreement to enter into a Construction training and Local Labour Agreement;
- (1.4) A financial contribution of £32,200 for Community benefits.
- (1.5) The developer to pay an administration / monitoring cost of £3,000 in connection with this Section 106 agreement.

2) That in the absence of the Agreement referred to in the resolution above being completed by the 31<sup>st</sup> January 2012, planning application reference number HGY/2011/0814 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution for highway and access improvements to this site the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

3) In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of the Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

- i) there has not been any material change in circumstances in the relevant planning considerations, and
- ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- iii) the relevant parties shall have previously entered into the agreement contemplated in resolution 1) above to secure the obligations specific therein.

4) That following completion of the Agreement referred to in 1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/0814 and the Applicant's drawing No.(s) E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1 and subject to the following 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.

**EXTERNAL APPEARANCE / SITE LAYOUT**

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 new front boundary treatment, including landscaping, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the residential units hereby approved.

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

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

4. Notwithstanding the details shown on drawing No A003 J details of a scheme of hard and soft landscaping including details of the front boundary treatment shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

Reason: To ensure a satisfactory appearance to the development.

5. A detailed Waste Management Plan (WMP) (to include details for the disposal, processing, recycling and storage of waste for the units hereby approved, in addition to details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building. The operations of each unit shall be carried out in accordance with the approved WMP in perpetuity unless minor variations are otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. Prior to the commencement of construction works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

**CONTROL ON USE/ ACTIVITIES WITHIN THE SITE**

7. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

8. No deliveries shall be loaded or unloaded within the site between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

9. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

10. No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

11. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

12. No external lighting shall be installed on the site without the prior written consent of the local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

13. Units 2a & 2b hereby permitted, as indicated on DWG: A012 shall be restricted to use classes B1 'Business' or B8 'Storage or Distribution' only as defined in the Town and Country Planning (Use Classes) Order (as amended, or any Order revoking or re-enacting that Order) while the other units hereby permitted shall be used solely as specified in the application for classes B1, B2 and B8

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

**PARKING / TRANSPORTATION**

14. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

15. Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the Local Planning Authority's standards.

**SUSTAINABILITY / RENEWABLE ENERGY**

16. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include: "The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target." The maximisation of Sustainable Drainage Systems (SUDS) on site.

Reason: To minimise the risk of flooding, and to improve and protect water quality.

17. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

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

18. Prior to the commencement of development in terms of any unit / building hereby approved, the developer shall provide a copy of the final Building Research Establishment (BRE) certificate confirming that the building design achieves a minimum BREEAM rating of Very Good. The BREEAM Post Construction Assessment shall be carried out on a sample of the development in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

**CONSTRUCTION**

19. 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 the enjoyment of neighbouring occupiers of their properties.

20. 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.

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

21. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

**INFORMATIVE:** The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the installation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

**INFORMATIVE:** At the present time the London Fire Brigade has a policy of free annual inspections. If you would like your premises to be included in the test programme then please notify the London Fire Brigade, 169 Union Street, London SE1 0LL Tel 0208 555 1200.

Section 106: Yes

**PC43.**

**26 LORDSHIP LANE, N17 8NS**

The Committee considered a report on the planning application, previously circulated, which set out the details of the proposal, site and surroundings, planning history, relevant planning policy, consultation and responses and analysis of the relevant planning issues. The Planning Officer gave a presentation on the key



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

aspects of the application.

The Committee examined the plans for the application, and asked questions of the officer. In response to a question regarding parking, particularly on Tottenham Hotspur FC matchdays, it was confirmed that it was felt that the application would have no adverse impact in this respect. It was clarified that this was not a car-free development, as one side of the road was covered by a CPZ but the other side was unrestricted. The scheme also included a car-club space.

The Chair moved the recommendations of the report and it was:

**RESOLVED**

That planning permission be granted in accordance with planning application no. HGY/2011/1254 subject to a pre-condition that the owners of the application site shall first have entered into a deed of variation to the current S106 Agreement and following completion planning permission be GRANTED in accordance with planning application no HGY/2011/1254 and the Applicant's drawing No.(s) 10-01-09 & 10-01-11 and subject to the following 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.

**EXTERNAL APPEARANCE / SITE LAYOUT**

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, including details of the boundary railings, hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

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

4. Notwithstanding the details of landscaping referred to in the application, a scheme of hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

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. Notwithstanding any indication on the submitted drawings details of the siting and design of all new fencing or other means of enclosure, including the existing metal railings along the perimeter of the site to be repaired and maintained, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction. The means of enclosure thereafter shall be erected in accordance with the approved details prior to the commencement of the use of the approved development

Reason: To ensure a satisfactory appearance for the development.

6. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

**PERMITTED DEVELOPMENT**

7. Notwithstanding the detail shown on the drawing the first floor window on the rear elevation of the proposed terrace shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of this adjoining residential property

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 (or any order revoking and re-enacting that

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Order with or without modification), no development otherwise permitted by any part of Class A, D & E of Part 1 of that Order shall be carried out on site

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

**CONSTRUCTION**

9. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

10. 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.

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

**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** - Each of the three bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag. The two bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag.

**REASONS FOR APPROVAL**

The design and form of the new terrace block to front onto Birkbeck Road and the replacement building to match the form and design of the existing Victorian workshop building are considered acceptable and in keeping with its surrounding and the character of the area, and will provide good quality family size units.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

	<p>As such the current scheme is considered to be in accordance with Policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).</p> <p>Section 106: Yes</p>	
<p><b>PC44.</b></p>	<p><b>CORONATION SIDINGS, NORTH OF TURNPIKE LANE, HORNSEY, AND HORNSEY DEPOT, SOUTH OF TURNPIKE LANE N8</b></p> <p>The Committee considered a report on the planning application, previously circulated, which set out details of the proposal, planning designations, site and surroundings, planning history, relevant planning policy, consultation and analysis of the application against relevant planning issues. The Planning Officer gave a presentation on the key aspects of the application, and advised that a number of objections had been received since the production of the report, from Cllr Stewart, P Monajemi, David Cameron, Scott Simpson, Robert Lyons, Paul Astwood and Nicolas Mattis, these objections expressing concerns regarding noise nuisance, the proximity of residential properties, the size and design of the development, the location and the detrimental effect of the scheme on the wellbeing and quality of life of local residents, as well as the negative impact on the proposed Heartlands development.</p> <p>The Planning Officer reported on a number of changes to the conditions put forward in the Committee report, as requested by the applicants. These were minor changes to conditions numbered 12, 14, 15, 24, 32, 38 and 45 and also a change to condition 27 to provide clarity as to the nearest residential boundary. It was confirmed that changes would not be considered to conditions 4, 5, 25 or 37. It was also proposed that, were the application to be approved, wording be added to the recommendation regarding changes that might need to be made to the detail of the Section 106 Agreement, "for the Assistant Director of Planning and Regeneration in conjunction with the Head of Legal Services and in consultation with the Chair of the Planning Sub Committee to finalise the detail of the Section 106 and make such minor changes that become necessary during the negotiation of the agreement". It was clarified that this would only apply to minor changes, and that any significant proposed alterations would need to come back before the Committee for consideration.</p> <p>The Planning Officer clarified the nature of the Article 4 Direction in response to a question from the Committee. The Committee also asked about the report undertaken by the independent</p>	

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

consultant on site selection, in response to which it was confirmed that an independent consultant with expertise in railway systems had been appointed on behalf of the Council to assess the situation; this report was available on the website, but did not form part of the officer report. It was confirmed that the purpose of the consultant's report was to assess whether the site selection process had been reasonable, and that it was for the Committee to decide whether the planning application was acceptable in planning terms on its own merits.

The Committee asked about how the application complemented the UDP, particularly in relation to the proposed Haringey Heartlands development, and also raised concerns regarding how graffiti would be dealt with and whether the issue of screening on land belonging to third parties, such as Thames Water, had been explored. In response, it was reported that there was no conflict with the Haringey Heartlands planning framework, as the site was included in the Haringey planning framework as operational development and this was clear to any developer. It was agreed that the issue regarding graffiti was a valid point and could be included as a condition, were the application to be granted. With regards to planting, it was reported that planting was proposed for the east and west ends of the site and negotiations were taking place with owners of adjacent land regarding screening issues.

The Committee asked why the Section 106 did not include contributions to make Hornsey station DDA compliant, in response to which it was reported that the Section 106 as proposed was felt to be reasonable, and that the scheme as proposed did not necessitate mitigation in respect of access at Hornsey station. In response to a question regarding the employment figures set out in the report, it was clarified that the number of posts at the depot had reduced as a result of the reduction in the size of the scheme, but that the Section 106 contributions included provision for training schemes in the local area. The Committee asked whether it would be possible to condition that the majority of jobs at the site should be taken by Haringey residents, in response to which it was confirmed that due to the nature of the posts it might not be possible for a majority to be guaranteed for borough residents, however a local employment agreement could be applied to ensure that all posts were advertised within the borough first, and there was a Section 106 contribution for local training, as mentioned previously. The Committee asked about how construction noise would be controlled, in response to which it was confirmed that a condition of any permission would be that the developer abide by good guidance regarding construction noise.

The Committee asked whether there were any safeguards against there being an increase in activity at the site from that set out in the report. It was reported that, were activity to intensify significantly, this would trigger a further planning application,

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

however the Committee had to reach a decision on the basis of the anticipated site usage as reported.

Cllr Robert Gorrie, Councillor for Hornsey Ward, addressed the Committee in objection to the application. Cllr Gorrie disagreed with the statement made at page 3 of the report that "... the harm caused by proposed development is considered to be outweighed by the public benefits delivered..." and stated that Haringey would see little benefit from the development. Whilst supportive of the Thameslink upgrade, Cllr Gorrie noted that the independent consultant's report demonstrated that there were a number of alternative sites for the depot, and stated that Coronation Sidings was not the appropriate site. It was noted that removal of the existing train wash was not proposed as part of the scheme, and that the application would restrict development at the Haringey Heartlands site. Whilst the width of the proposed train shed was reduced from the original plans, the length remained the same, and the height was considerable at 11m. Residents were particularly concerned about noise from activity at the depot, especially at particularly sensitive times throughout the night. Cllr Gorrie urged the Planning Sub Committee to reject the application.

Cllr James Stewart, Councillor for Noel Park Ward, addressed the Committee in objection to the application on behalf of local residents. It was felt that the size, scale, design and activity at the depot was inappropriate for the area. Visually, the development would be detrimental, and as a 24-hour facility the noise generated would negatively impact local residents. Concern was raised that this application was not being considered in conjunction with the Haringey Heartlands development, both in terms of final outcomes, and the impact of the respective construction schedules. The Committee was asked to take in account the views of local residents and the Council's aspirations for the Heartlands site.

Cllr Reid declared for the record that he was acquainted with one of the local residents who had registered to speak in objection to the application (although the resident in question later withdrew their registration to address the Committee).

Laura Leak, Chair of the New River Village Residents' Association, and Colin Marr, Chair of the Alexandra Palace Conservation Area Advisory Committee, addressed the Committee in objection to the application. Mr Marr advised that, as an 11m high structure on top of a 9m embankment, the development would negatively impact on the views from Alexandra Palace. Mr Marr also commented on the independent consultant's findings that alternative sites were available, and urged the Committee to reject this application, and encourage National Rail to use one of the other alternative sites. Ms Leak spoke on behalf of the residents of New River Village, and

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

advised that the Haringey Heartlands development was central to the Core Strategy, and that such a depot as proposed did not belong in such a densely residential area. It was reported that the proposed use was significantly different from the existing use – 24-hour use was proposed, the site was industrial in design and was out of keeping in a residential area. It was reported that the application was contrary to a number of Council policies and would have an adverse impact on the area. Regarding benefits to the borough, it was reported that only 30% of the employees would be required to come from the impact zone, which could mean that as few as 6 jobs were available for Haringey residents. It was also reported that there was negligible benefit to Haringey businesses. Concern was also expressed that only 0.8% of the total budget had been allocated to Section 106 contributions. The borough would see all of the negative impacts of the development, but none of the benefits and the Committee was urged to reject the application.

In response to a question from the Committee, Ms Leak explained the method by which she had calculated the worst-case number of jobs that would be created, and advised that the number of jobs available would be spread across the 5 boroughs that made up the wider impact zone. As a key element of the Core Strategy, Ms Leak advised that the Haringey Heartlands development was more important than a rail depot.

John Stanford, trade union official, addressed the Committee in support of the application, and advised that the development would bring 130 jobs, which were vital to the local community. The jobs created would span the whole range of grades, in an area with significant unemployment, and would enhance the local area and businesses. Mr Stanford reported that many of his Members lived in the borough, and supported the proposal. It was important for the borough to increase the number of local jobs. The Committee was urged to consider the application within this bigger picture.

Simon Blanchflower and James Lough addressed the Committee on behalf of the applicants for the scheme. The applicants stated that the railway had been a key part of the Hornsey area for 150 years and was a significant benefit for the local area. The depot was proposed for existing operational land, and would create a better service from Finsbury Park, with a new generation of trains, and would increase capacity. The applicants acknowledged that the original proposal in 2009 was not well-received, as a result of which they had revisited the scheme from the beginning, taking into account all the consultation responses received. Issues regarding noise and other impacts were addressed in the report, but it was felt that all of these issues could be managed in an acceptable way, for example a condition had been agreed that any noise at the site must be below background level and there were other conditions applied and Section 106 contributions set

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

out in the report to address those issues that it was not possible to mitigate entirely. It was reported that it was only possible at this stage to provide an indicative lighting report, but it was confirmed that there would be no light spillage onto the West side of the track. The applicants wanted to maximise the number of jobs at the site, particularly for the local community, and were happy to support the Haringey Guarantee and to make a Section 106 contribution to support apprenticeships. It was felt that the scheme was well-designed, had come about as a result of many meetings with local residents and officers, and had addressed all the issues raised as far as possible, whilst keeping the site operational.

The Committee asked how many apprenticeships might be offered on the site, and the applicants advised that there would be two types of apprenticeships available, and these would number around 4 posts in construction and 2 posts in operational work at the depot. This would be in addition to the other employment measures proposed. In response to a question from the Committee regarding the height of the depot, it was reported that this was an operational necessity to accommodate work to lift trains and to meet safe working distance requirements.

The Committee asked what safeguards could be put in place to ensure that there was no significant increase in train movements at the site in future, in response to which it was reported that the scheme proposed had no additional capacity built in, and it would therefore not be physically possible to accommodate increased train movements. In response to a question regarding environmental improvements and how these would be maintained, the applicants advised that a number of measures were imposed and that there would be no tolerance of issues such as graffiti and that action to address such issues would be enshrined in service-level agreements. With regarding to soft landscaping and issues such as dumping and how the applicants could ensure that the surrounding environment was protected, it was reported that, due to the elevated nature of much of the site, dumping should be less of an issue, and it was hoped that an arrangement would be reached with the developers for Clarendon Square for them to take on such maintenance issues and given them an obligation to remove any fly-tipping that occurred. It was reported that Network Rail took issues such as fly-tipping very seriously and would respond swiftly to any occurrences reported.

In response to a question from the Committee regarding the selection of Hornsey as a site, it was reported that there was need for depots both north and south of the river, and that the Hornsey site was the only one to offer the length needed to accommodate 12-car trains. The Committee asked about the costings for the alternative sites considered, and why these did not form part of the report, in response to which it was reported that the costings were not relevant, as they were not the



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

determining factor regarding the site. The Committee asked the applicants about the Section 106 contributions, and why these did not cover accessibility at Hornsey station, in response to which it was reported that some upgrades to Hornsey station were included as part of the Section 106, but that making the station fully accessible was a difficult project due to the station's layout, and was an issue being considered under the Government's Access for All programme. It was felt that such measures were not related to this particular application, which was specifically for the depot. It was confirmed that the applicants had not sought specific legal advice regarding this point, in response to a question from the Committee, and the Council's Legal Officer clarified the Section 106 planning obligation tests, as set out in paragraph 6.19.2.

The Committee asked the applicants what the benefits of the scheme would be for Hornsey residents, in response to which it was reported that the scheme would provide additional capacity for passengers getting on trains at stations within Haringey, as a result of more people using the Thameslink trains instead. Regarding the existing train wash which was not being removed, it was confirmed that this was to meet the operational needs of different train operator.

The Committee examined the plans and asked further questions of officers. In response to a question regarding whether the Section 106 element regarding employment benefits could be worded so as to be specific to Haringey, rather than North London more generally, it was confirmed that this was possible and that wording of the Section 106 Agreement would be amended accordingly. With regards to the issue of landscaping on land owned by third parties to mitigate the impact of the scheme, it was confirmed that this was addressed in the Section 106 Agreement, which was the appropriate place for it. It was confirmed that as a fallback position within the Section 106, if it was not possible to reach agreement with third party land-owners on this issue, Network Rail would contribute the equivalent sum to the Council, for them to undertake appropriate landscaping improvements, in consultation with local residents, to mitigate the impact of the scheme.

Marc Dorfman, Assistant Director, Planning and Regeneration, addressed the Committee summarising the key issues covered as being:

- Site selection – it was officers' decision that this had been determined on a reasonable basis.
- Regeneration and Haringey Heartlands – it was felt that the development would not have an undue impact and would support the regeneration of the area. No objection had been received from the applicants associated with Clarendon Square, and it was clear from the outset that this land was operational in nature.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

- Design – views had been considered from Alexandra Palace and the Conservation Area, and it was clear that the development would not break the horizon within the Conservation Area. The height was less than that of the existing nearby gas-holders.
- Lighting – had been analysed and no light pollution had been identified, other than that affecting some gardens at the west end of Wightman Road. The Council was minded to further consider this issue to increase the protection for those Wightman Road gardens.
- Noise – this would be reduced as trains moved from diesel to electric.
- Screening – in the event an agreement could not be reached with third parties, a fallback position existed as outlined previously.
- Section 106 – the Agreement proposed is felt by officers to be fair and appropriate.

It was suggested that, in addition to the minor amendments to the wording of conditions as set out by the Planning Officer at the start of the item, additional conditions be added in respect of:

- Scheme expansion – a condition be added to ensure that further planning permission was required if there were to be further intensification of use at the site.
- Monitoring – a condition be added that monitoring be undertaken to ensure that environmental impacts were being addressed.
- Construction – a condition be added to ensure that the applicant abided by the Considerate Contractor guidelines.
- Graffiti and fly-tipping – the Assistant Director, Planning and Regeneration, is to negotiate a condition with the applicant that any fly-tipping or graffiti be removed within an agreed period. If a sufficiently short period cannot be agreed, this issue to be brought back before Committee for resolution.

The Chair moved the recommendations, with the additional conditions regarding scheme expansion, monitoring, construction, graffiti and fly-tipping as set out above, and the minor amendments to the wording of the conditions and the variation of the wording of the Section 106 Agreement to make the contributions relating to employment more specific to Haringey and, on a vote of 6 in favour and 3 against, it was:

**RESOLVED**

1. That planning permission be granted in accordance with planning application reference HGY/2011/0612 subject to a pre-condition that the applicant shall first have entered

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

into an agreement or agreements with the London Borough of Haringey (under Section 106 of the Town and Country Planning Act (as amended) 1990) in order to secure the Heads of Terms in Appendix 5 of the report, covering the following general items:

- Sustainability
- Transport and access improvements
- Environmental improvements
- Employment skills training, local labour and apprenticeships
- Reinstatement and maintenance of landscaping and open space
- Site management
- Area planning and improvements

**Monitoring**

To ensure that the s106 obligations are honoured in a full and timely manner, implementation of the s106 obligations will be subject to regular monitoring and target dates will be set where appropriate.

For the Assistant Director of Planning and Regeneration in conjunction with the Head of Legal Services and in consultation with the Chair of the Planning Sub Committee to finalise the detail of the Section 106 and make such minor changes that become necessary during the negotiation of the agreement

2. Grant permission, subject to conditions and subject to section 106 Legal Agreement in accordance with the approved plans and documentation as follows:

<b>DOCUMENTS</b>	
<b>Title</b>	<b>Document Reference</b>
Planning Statement	REP-PL-HOR-001A
Design and Access Statement	REP-PL-HOR-002A
Environmental Statement Appendix 5.1 – Transport Assessment	REP-PL-HOR-003A
Travel Plan	REP-PL-HOR-004A
Environmental Statement Vol 1: Main Report	REP-PL-HOR-005A
Environmental Statement Vol 3: Technical Appendices Part 2 – Flood Risk Assessment	REP-PL-HOR-006A
External Lighting Strategy	REP-PL-HOR-007A
Energy Statement	REP-PL-HOR-008A
Environmental Statement Vol 4: Non Technical Summary	REP-PL-HOR-009A
Environmental Statement Vol 2: Technical Appendices	REP-PL-HOR-010A
Sustainability Statement	REP-PL-HOR-011A

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Assessment of Visual Effects on Views from One Additional Viewpoint (Reissue Aug 11)	REP-PL-HOR-012A
Additional Lighting Details (Reissue Aug 11)	REP-PL-HOR-013A
Environmental Statement Volume 3: Appendices Part 2 – Appendix 13.1 FRA	REP/143/1/0_A3May 2011

**PLANS**

<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
HOR-GX-200	04	Hornsey Location Plan
HOR-GX-201	07	Hornsey Site Plan
HOR-GX-202	05	Hornsey Revised Scheme Principle Changes
HOR-CB-001	05	Hornsey Depot Retaining Walls General Arrangements
HOR-CB-101	05	Hornsey Station Footbridge Existing Layout
HOR-CB-102	05	Hornsey Station Footbridge Proposed Layout
HOR-CB-201	04	New River Under Bridge Proposed Widening
HOR-CB-301	05	Turnpike Lane Under Bridge Proposed Widening
HOR-PL-004	03	Hornsey Main Depot Building Ground Level Plan
HOR-PL-005	03	Hornsey Main Depot Building First Level Plan
HOR-PL-012	00	Hornsey UFC Facility; Plan, Elevations & Sections
HOR-PL-013	00	Hornsey Train Wash Facility: Plan, Elevations & Sections
HOR-SE-007	03	Hornsey Sections BB, CC
HOR-SE-008	03	Hornsey Roof Plan, Section AA, Elevation E
HOR-SE-009	03	Hornsey Elevations N, S, E
HOR-CH-210	05	Hornsey Fire Tender: Track Runs Around Main Depot
HOR-CH-211	05	Hornsey Max Legal Articulated Vehicle: Track Runs
HOR-CH-212	05	Hornsey Skip & Large Refuse Vehicle: Track Runs Main Depot
HOR-CH-216	01	Max Articulated Lorry Track Runs for Existing Road
HOR-CX-001	05	Hornsey Demolition/Diversion Requirements
HOR-CX-200	05	Hornsey Proposed Fencing
HOR-LA-001	02	Hornsey Landscape Plan 1/3
HOR-LA-002	02	Hornsey Landscape Plan 2/3

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

HOR-LA-003	01	Hornsey Landscape Plan 3/3
HOR-CU-210	04	Hornsey Depot External Lighting Strategy
HOR-CR-210	03	Standard Details Sheet 1 of 2
HOR-CR-211	01	Standard Details Sheet 2 of 2
HOR-CE-001	06	Hornsey Detailed Cross Sections: Sections A-A, B-A, C-C
HOR-CE-002	06	Hornsey Detailed Cross Sections: Sections D-D, E-E and F-F
HOR-CE-003	05	Hornsey Detailed Cross Sections: Sections G-G, H-H and I-I
HOR-CE-004	06	Hornsey Detailed Cross Section Location Plan
HOR-GX-003	04	Photo Survey – Structures
HOR-GX-004	04	Photo Survey – Utilities/Drainage
HOR-GX-005	04	Photo Survey – Rail
HOR-GX-006	04	Photo Survey – Geo-Technics
HOR-GX-007	04	Photo Survey – Transport
CB-HOR-SK-001	01	Temporary Vehicle Access Bridge to Contractor Compound
HOR-E-001– 008	01	External Lighting / Layout Drawings
HOR-E-101– 108	01	Lux Level Plans

Subject to the following conditions:

**COMMENCEMENT OF DEVELOPMENT**

1. The development to which this permission relates must be commenced 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 Section 91 of the Town and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

**DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS**

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.

**DETAILS OF MATERIALS**

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

precise details and samples of the facing materials and roofing materials to be used for the external construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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.

**CONTROL OF EXTERNAL NOISE**

4. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises (as well as the western building boundary of Blocks 1, 2 and 7 as detailed within the Clarendon Square Planning Application Ref: HGY/2009/0503), shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order to protect the amenity of nearby residential occupiers.

**NOISE CONTROL**

5. The development shall not be brought into use until a report has been submitted to and approved by the Council that demonstrates that the operational noise from all moving sources on the depot shall not exceed the levels in the table below at specific receptors around the site.

Receptor	Daytime dBLAeq, 0600-0000	Night-time dBLAeq, 0000-0600
1 to 25 Fyfe, Chadwell Lane	56	54
120 Turnpike Lane	64	56
165 Wightman Road	55	48
329 Wightman Road	55	48

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

WestpointApartments	58	50
Western Boundary Edge of Blocks 1, 2, and 7 of the proposedClarendon SquareDevelopment(H GY/2009/0503)	56	54

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

**LIGHTING PLAN**

6. Notwithstanding the details of lighting referred to in the submitted External Lighting Strategy (Document Ref: REP-PL-HOR-007A) and Additional Lighting Details (Document Ref: REP-PL-HOR-013A), a detailed Lighting Plan, including light scatter diagrams and full details of measures to minimise light pollution to adjoining residential properties, will be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority. The Lighting Plan shall be produced by a competent person(s) and specify: a) the lamps, luminaries and columns; b) design, height and angle/positioning of lamps; c) screening, vegetation to contain light spill d) future maintenance and post-installation checks to ensure compliance; e) modelling of the light levels and light spill upon nearby receptors.

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

**DEPOT SHADING SYSTEM**

7. The development shall not be brought into use until details of the internal shading system proposed to control external light glare from the maintenance depot building have been submitted to and approved in writing by the Local Planning Authority. The shading control system shall be installed in accordance with the approved details and thereby operated and maintained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

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

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

**LANDSCAPING – LANDSCAPING SCHEME**

8. Notwithstanding the details of landscaping referred to in the application and shown on drawings HOR-LA-001, HOR-LA-002 and HOR-LA-003, the development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together with a schedule of species d) hard surfacing, means of enclosure and any acoustic fencing required.

Reason: To enhance the appearance of the development and in the interest of safeguarding the amenities of residents in the area.

**LANDSCAPING – IMPLEMENTATION/MAINTENANCE**

9. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping shall be completed no later than the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. All hard landscaping and means of enclosure shall be completed before the development is occupied.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area.

**LANDSCAPING – PROTECTION OF EXISTING TREES**

10. No development shall commence until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 "Trees in Relation to Construction", and approved by the Local Planning Authority. 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. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

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: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

**JAPANESE KNOTWEED**

11. Prior to the commencement of development, a detailed method statement for the removal or long-term management/eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, trimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement. Please note that if any of the Japanese knotweed plants are close to water, including watercourses, ditches or standing water, then Environment Agency consent is required if it is to be treated with a herbicide.

Reason: In order to ensure the eradication of Japanese Knotweed which is an invasive plant and the spread of which is prohibited under the Wildlife and Countryside Act 1981.

**BOUNDARY TREATMENT**

12. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

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

**RETAINING STRUCTURES**

13. Before any construction work commences, details of the retaining structures shown on drawing HOR-CB-001, including materials to be used, shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

approved details.

Reason: To ensure the external appearance of the retaining structures is not detrimental to the character of the locality.

**ECOLOGICAL MANAGEMENT**

14. Prior to the commencement of the demolition and construction an updated bat survey and invertebrate survey shall be undertaken and submitted to and approved in writing by the local planning authority. The development hereby approved shall not commence until full details of a site wide Ecology Management Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development maximises the ecological potential of the site

**POLLUTION PREVENTION**

15. The development hereby approved shall not commence until full details of a site wide Pollution Prevention Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the proposed development prevents pollution of the environment.

**CONTAMINATED LAND – REMEDIATION STRATEGY**

16. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:

(a) A desk top study documenting all the previous and existing land uses of the site and adjacent land, potential contaminants that might be expected, given those uses, and other relevant information in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to and approved by the Local Planning Authority.

- (b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

and conceptual model, in accordance with BS10175:2001; and, unless otherwise agreed in writing by the Local Planning Authority,

- (c) A detailed scheme for undertaking the remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works and a process for monitoring the works and reporting any variations from the agreed scheme.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

**CONTAMINATED LAND – VERIFICATION REPORT**

17. The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by a competent person. Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise: (a) as built drawings of the implemented scheme; (b) photographs of the remediation works in progress; and (c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under Condition 16.

Reason: To safeguard the health of future residents or occupiers of the site.

**USE OF CLEAN UNCONTAMINATED MATERIAL**

18. No soils or infill materials shall be imported onto the site until it has been satisfactorily demonstrated that they present no risk to human health, planning and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis, test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import on site of material classified as 'waste' is only acceptable with the prior written approval of the Local Planning Authority.

Reason: To ensure that no contaminated land is brought on site.

**METHOD OF PILING**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

19. The development hereby approved shall not commence until the method of piling foundations for the development has been submitted to and approved in writing by the Local Planning Authority prior to any development commencing. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent the contamination of the underlying aquifer.

**ARCHAEOLOGICAL WATCHING BRIEF**

20. No development shall take place within the application site until the applicant has secured the implementation of an archaeological watching brief and a programme for the recording of built heritage structures, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported

**WASTE MANAGMENT**

21. A detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme shall be carried out in strict accordance with the approved details.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities.

**STORAGE OF OILS, FUELS AND CHEMICALS**

22. Any facilities above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work must be located above ground and

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

protected from accidental damage. All filling points and tank overflow pipe outlets must be detailed to discharge into the bund. All works and facilities as referred to above shall be constructed and completed in accordance with plans submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

**HOARDINGS**

23. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

Reason: In order to have regard to the visual amenity of the locality and the amenity of local residents, businesses and visitors during construction works.

**CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

24. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

**CONSTRUCTION DUST MITIGATION**

25. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works being carried out on the site. Additionally the site or Contractor Company must 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: To protect the environment and amenities of the locality.

**CONSTRUCTION PHASE TRAFFIC MANAGEMENT PLAN**

26. The development hereby permitted shall not be commenced until a Construction Phase Traffic Management Plan (incorporating Travel Plan), including a construction logistics plan and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport.

**CONSTRUCTION HOURS**

27. Operations in relation to construction for which noise is greater than 50dB(A)eq, 1hour at the nearest residential boundary shall be restricted to the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays and at no time on Sundays or Statutory holidays without the prior written approval of the Local Planning Authority under Section 61 of the Control of Pollution Act 1974.

The following enabling activities may be required to take place within a period one hour before and one hour after normal working hours:

- Arrival and departure of workforce on site;
- Deliveries and unloading;
- Check and examinations of plant and machinery (including test running) and the carrying out of essential repairs / maintenance to plant and machinery;
- Site inspections and safety checks; and
- Site clean-up

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

properties.

**CONSTRUCTION – ON-SITE CONTACT**

28. At the time of the commencement of works, an on site contact shall be provided on a 24hour per day basis for residents to report any disturbances or issues arising from the construction of the site.

Reason: To ensure that any disruption to neighbouring residents can be reported immediately.

**CONSTRUCTION BRIDGE**

29. The proposed temporary vehicle access bridge, as shown on approved drawing CB-HOR-SK-001, shall be removed prior to the completion of the development. The access bridge shall only be used in connection with the construction and commissioning of the development.

Reason: To ensure the long term planning of the locality is not prejudiced.

**TEMPORARY PEDESTRIAN ACCESS**

30. Details of the temporary measures to provide pedestrian access between Hampden Road, Tottenham Lane, and Hornsey Rail Station shall be submitted to and agreed in writing by the Local Planning Authority prior to the closure of the existing pedestrian footbridge for construction purposes. These temporary measures shall remain in place until the extended pedestrian footbridge is made available for public use.

Reason: To ensure pedestrian safety and access.

**CCTV AND SECURITY LIGHTING**

31. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

- |    |                   |
|----|-------------------|
| a) | CCTV;             |
| b) | Security lighting |

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

SIGNAGE

32. Prior to occupation of the development, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.

Reason: To achieve good design throughout the development and to protect the visual amenity of the locality.

BREEAM – DESIGN STAGE ASSESSMENT

33. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

BREEAM CERTIFICATE

34. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

TRANSPORTATION - ELECTRIC VEHICLE CHARGING POINTS

35. Prior to occupation of the development, an electric vehicle charging point shall be provided within the car parking area.

Reason: To encourage the use of sustainable modes of



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

transport.

**TRANSPORTATION - DELIVERY AND SERVICING PLAN**

36. Prior to the commencement of the development a Delivery & Servicing Plan (DSP) should be submitted for the approval of the LPA. It is also recommended that the DSP explore the use of rail as an option for minimising the use of HGV's for servicing the site.

Reason: In order to minimise and confine delivery and servicing traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

**TRANSPORTATION - CONSTRUCTION LOGISTICS PLAN**

37. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. It is also recommended that the transportation of construction materials by rail should be explored. This is to minimise the level of construction vehicle trips to/ from the site; hence reduce highway and traffic impact to the local highway network.

Reason: In order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

**TRAVEL PLAN**

38. Prior to occupation of the development, a Travel Plan in compliance with Transport for London Guidance shall be submitted to and approved by the Local Planning Authority.

Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

**ENVIRONMENT AGENCY – FLOOD RISK ASSESSMENT**

39. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), REP 143-10\_A1, REP-143-10\_A3, May 2011 and the following mitigation measures detailed within the FRA:

- limiting the surface water run-off generated by the 1 in 100 chance in any year critical storm event, taking the effects of climate change into account, to green field run-off rates to minimise the risk of flooding off-site;
- provision of on site storage to attenuate all storm

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account;

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

**ENVIRONMENT AGENCY - SURFACE WATER DRAINAGE**

40. The development hereby approved shall not commence until a scheme for the provision of Surface Water Drainage works for the site, based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details. The drainage works shall be completed in accordance with an agreed timetable.

Reason: To prevent increased risk of flooding & to prevent pollution of controlled waters by ensuring provision of satisfactory means of surface water disposal.

**ENVIRONMENT AGENCY – INFILTRATION OF SURFACE WATER DRAINAGE**

41. No infiltration of surface water drainage into the ground shall be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details. Permeable paving is proposed for part of the site. This would need to be a sealed system which passes through the appropriate interceptors prior to discharging through the drainage system.

Reason: In order to prevent the infiltration of surface water to ground which could provide a potential pathway for contamination to migrate off-site.

**ENVIRONMENT AGENCY – SUSPENDED SOLIDS**

42. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To prevent pollution to watercourse and improve

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

water quality

**ENVIRONMENT AGENCY – DISPOSAL OF FOUL AND SURFACE WATER**

43. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters. All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with the approval of the sewerage undertaker).

**THAMES WATER – IMPACT PILING**

44. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement. Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

**MOTOR CYCLE PARKING**

45. Prior to the commencement of the development a scheme for the provision of motorcycle parking to be submitted and approved in writing by the Local Planning Authority prior to the occupation of the scheme.

Reason: To ensure a range of parking options are provided within the scheme.

**LONDON FIRE BRIGADE – FIRE HYDRANTS**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

46. The applicant shall install 5 Private Fire Hydrants in the positions indicated by the red X's on the plans enclosed in the LFB response. The hydrants should be number P43436, P39357, P44234, P39341 and P39785 respectively.

Reason: In order to comply with the London Fire Brigade requirements.

**INFORMATIVE - ENVIRONMENT AGENCY – CONTAMINATED SOILS**

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an Environmental Permit. Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste. The applicant should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the applicant should contact the Environment Agency for advice at an early stage. The Environment Agency recommends that the applicant refer to EA position statement on the Definition of Waste: Development Industry Code of Practice. Contaminated soil that is excavated, recovered or disposed of, is controlled waste.

**INFORMATIVE-ENVIRONMENT AGENCY-WATER RESOURCES ACT 1991**

Under the terms of the Water Resources Act 1991 Environment Agency prior written consent is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Moselle Brook, designated a 'main river'.

**INFORMATIVE – PROTECTION OF SPECIES**

The protection afforded to species under UK and EU legislation is irrespective of the planning system and the applicant should ensure that any activity they undertake on the application site (regardless of the need for planning consent) must comply with appropriate wildlife legislation. Failure to do so may result in fines and potentially, a custodial sentence.

**INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS**

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

**INFORMATIVE – THAMES WATER**

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes -toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: -Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produce s contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Telephone: 020 8507 4321.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharge entering local watercourses.

**Water Comments**

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Supplementary Comments

The New River aqueduct is adjacent to this proposed development and special precautions will be required to avoid any damage or pollution that may occur as a result of the proposed development. Please contact Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

11.0 REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regionally important strategic transport infrastructure projects and economic growth.
- b) The Maintenance Depot and its associated facilities are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and environmental site constraints. The Environmental Impact (accompanying Environmental Statements and related Documents and Addendums provided) of the proposed development have been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G2 'Development and Urban Design', G6 Strategic Transport Links, AC1 Heartlands/Wood Green, UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 Waste Storage, UD8 Planning Obligations, M2 'Public Transport Network', M3 'New Development Location and Accessibility', M10 'Parking for Development', M11 Rail and Waterborne Transport ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV11 'Contaminated Land', ENV13 'Sustainable Waste Management' OS5 Development Adjacent to Open Spaces, OS6 Ecologically Valuable Sites and Their Corridors, OS2 Metropolitan Open Land, OS7 Historic Parks, Gardens and Landscapes, OS12 Biodiversity, OS16 Green Chains and CSV8 Archaeology.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

	Section 106: Yes	
<b>PC45.</b>	<p><b>EDEN PRIMARY, 79 CREIGHTON AVENUE, N10 1NR</b></p> <p>The Committee considered a report on the application, previously circulated, which set out details of the site and surroundings, the proposal, planning history, relevant planning policy, consultation and responses and assessment against relevant planning issues. The Planning Officer gave a presentation setting out key aspects of the application, and advised of some changes proposed to the conditions set out in the report as follows:</p> <p>On Page 187 - Recommendation 1; Section 106 Agreement: the number stated should be £82,000.00 and not £82,0000.00 as in the report.</p> <p>Page 189 – Condition 6; the following text in italics to be added: “The external play space to the rear of school building and adjoining the rear gardens of No’s 36 to 46 Ringwood Avenue, and as shown on Drawing D1932.L.100 (PL 10) shall not be used outside of normal school hours <i>except for special or religious events or summer fairs in association with the school use.</i></p> <p>Page 189 – Condition 7; Amend “no development shall be commenced” to read “no construction shall be commenced”.</p> <p>Page 189 – Condition 8; Amend “prior to the commencement of the development” to read “prior to the occupation of the development”.</p> <p>Page 190 – Condition 9; Amend “prior to the commencement of the development” to read “prior to the completion of the development”.</p> <p>Page 190 – Condition 10; Amend “prior to the commencement of the development” to read “prior to the completion of the development”.</p> <p>Page 190 – delete Condition 11 as Waste Management have confirmed that the details submitted are acceptable.</p> <p>Page 192 – Condition 20; to note that the details requested have now been submitted for review.</p> <p>The Planning Officer also advised that an additional condition was proposed as follows:</p> <p>Before the building hereby permitted is occupied details of the window opening and the extent of the obscure glazing, obscure film or other mitigation measures to the first floor window on the side/angled section of the building, facing the gardens of 46 and 48 Ringwood Avenue, shall be submitted to and approved in</p>	

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

writing by the Local Planning Authority and thereafter implemented in accordance with the agreed details.

Reason: To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties.

The Planning Officer advised that a further letter from a resident on Ringwood Avenue had been received subsequent to the completion of the report, stating that they had not been consulted and expressing concerns regarding the height of the development in comparison with neighbouring properties, queuing of cars on Creighton Avenue and that the modal split would be different to that at Fortismere School due to the difference in ages of the schoolchildren.

In response to questions from the Committee, the Planning Officer indicated where the play areas would be located on the site plan, and advised that the school would also have use of the MUGA sports pitch at neighbouring Fortismere School. The Committee asked about parking for the site, in response to which the Transportation Officer advised that whilst there was no facility for parking on-site, the site was located in an area which did not have a high demand for on-street parking and analysis showed that the scheme would not have a significant impact on the highways network, even taking into account the fact that primary school children were more likely to be driven to school. The Committee asked what would happen if the number of pupils from outside the immediate local area were to increase, and the impact this would have on transport arrangements, in response to which it was reported that a review of transport arrangements would be undertaken in such circumstances.

Ann Williams, resident of Ringwood Avenue, addressed the Committee in objection to the application. She stated that she had not been consulted by the Council, although had been contacted by the school regarding the application. Ms Williams expressed concern regarding the impact on local traffic of the proposed access system, which would cause queuing and problems with children crossing the road. Concerns were also raised regarding parking issue on nearby roads, and the use of the premises outside of school hours, and the risk that this could lead to activity late at night, 7 days a week, which would lead to problems with parking and noise. Ms Williams also asked for clarification on whether the school hall would be sound-proofed. In response to a question from the Committee, Ms Williams confirmed that she felt the traffic issues as a result of the application would be detrimental to the area.

Mrs Elli Karacosta addressed the Committee in objection to the application, and urged the Councillors to reject the application as it would increase traffic, decrease available parking and might affect road safety. The design of the scheme would cause



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

overlooking to neighbouring properties, as well as noise nuisance. It was reported that the school hall would be only 2m away from residential gardens and there was the potential for 200 people to be leaving the premises as late as 10.30pm. Concerns were also raised regarding the elevated walkway, which it was felt would cause excessive overlooking and noise for local residents, as the screens proposed were insufficient and would deteriorate quickly. Mrs Karacosta felt that the premises should not be used after 7pm and that the elevated walkway should be removed from the design. Mrs Karacosta also noted that some of the windows as currently designed overlooked her garden, and that obscuring film would not be effective when the window was open.

The Committee asked how far the school would be situated from the habitable rooms in the house itself, in response to which Mrs Karacosta stated that she did not have such measurements available, although emphasised that it was important for residents to have privacy in their gardens as well as their homes. The Planning Officer advised that the gardens were 30m long, and the school building would therefore be 32-33m from rooms in the residential property. The Planning Officer confirmed that there was still one window which faced the residential garden, and that this would be looked at further.

Peter Kessler, the applicant, addressed the Committee in support of the application and advised that the noise from the pupils would be contained within the building most of the time, and that an acoustic wall was also proposed as a condition to protect neighbours. There was no intention to use the school for noisy events, although there was a desire to serve the local community. It was confirmed that the hall would be sound insulated, that the playground would not be used for events other than school events, and it would be a condition of room hire that people leave quietly. Mr Kessler advised that the school would have a very small catchment area, and that most prospective parents had indicated that they would prefer to walk their children to the school. Steve Sands, architect for the scheme, advised that there were a number of challenges involved in working on the site, such as Metropolitan Open Land designation and Tree Protection Orders, but that the aim was for the building to work with both the site and the community. There had been a significant amount of consultation, and the design had changed significantly in response to the feedback received, to address the concerns raised.

The Committee asked for clarification on the provision and use of the outdoor play-space, in response to which the applicant indicated the play areas on site and advised that the MUGA pitch at Fortismere School would also be available for use, and also clarified that, outside of term time, the outside play area would only be for use by the school, rather than any third parties. The Committee also asked about the design of the fencing at the front

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

of the school, and whether there was any alternative to the external play deck as proposed, in order to address concerns raised. With regard to the railings, it was reported that these had been designed to fit in with the existing strong railing aesthetic along the streetscape. It was reported that the only part of the external deck which faced residential gardens was the fire escape access, which was a small area for passing through only and not for congregation of any sort, it was further reported that the majority of the deck faced south and was screened with willow as set out in the report. It was clarified that despite the reference to the area as a 'playdeck', it was not intended that this would be used as a play space, and all play would take place at ground level.

In response to a question regarding the lack of nursery provision at the proposed school, it was reported that there was a nursery in close proximity, which the school did not wish to compete with. The Committee asked about the number of places available for non-Jewish pupils, and it was advised that up to 50% of places would be available on an 'open' basis, taking into account the pupils' proximity to the school. The Committee asked what would happen in the event of problems arising from the travel plan, in response to which it was reported that there were a range of alternative provisions which could be made if problems were to arise with congestion, etc. A public meeting had been held to consult on the draft travel plan, and parents were encouraged to group together and share travel. A sub-committee of the governing body had already been established to consider travel arrangements specifically.

The Committee considered the plans and asked further questions of officers. In response to a question regarding whether it would be possible for the Committee to request the removal of the external decking area, it was confirmed that this would only be possible by rejecting the application in full, for a re-designed scheme to then be resubmitted. The Committee discussed the purpose of the external deck, which was felt to be to enable pupils to move in and out of the building freely. Officers confirmed that they did not feel that the area of the deck facing residents was large enough to be used in any way other than for access, and that this would impact on the amenity.

On a motion by the Chair, it was unanimously:

**RESOLVED**

- 1) That planning permission be granted in accordance with planning application no. HGY/2011/1166, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) The applicant to enter into a Section 106 Agreement securing a £82,000.00 (eighty two thousand pound) for a comprehensive highway safety scheme including: raised zebra and pedestrian crossings, raised entry treatments, additional parking restrictions and improvements to signing and lighting within the immediate vicinity of the site.
- 2) That in the absence of the Agreement referred to in the resolution above being completed by 31<sup>st</sup> January 2012 planning application reference number HGY/2011/1166 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution for highway safety measures arising from the development the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

- 3) In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of the Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i) There has not been any material change in circumstances in the relevant planning consideration; and
  - ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal; and
  - iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.
- 4) That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/1166 and the Applicant's drawing No's PL03-PL10 incl. and subject to the following conditions:

IMPLEMENTATION

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

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 proposed building and associated external play and teaching space shall not be occupied/ used until an Outdoor Area Management Plan has been submitted and approved in writing by the Local Planning Authority. The plan shall set out details of the times these areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised. The approved outdoor management plan shall be complied with throughout the duration of the use.

Reason: In the interests of amenity of noise sensitive receptors

4. Before the building hereby permitted is occupied the windows on the side elevation of the building facing No's 44 & 46 Ringwood Avenue (identified on Drawing PL07 Rev B "Frosted Glass High Level Window") shall be glazed with obscure glass only and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

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

5. Before the building hereby permitted is occupied the Willow Hurdle screen as shown on the Drawing D1932 SK004 to be erected to the side and rear of the raised deck shall be installed and permanently retained as such thereafter.

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

6. Before the building hereby permitted is occupied details of the window opening and the extent of the obscure glazing, obscure film or other mitigation measures to the first floor window on the side/ angled section of the building, facing the gardens of 46 & 48 Ringwood Avenue, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

accordance with the agreed details.

Reason: To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties.

7. The external play space to the rear of school building and adjoining the rear gardens of No's 36 to 46 Ringwood Avenue, and as shown on Drawing D1932.L.100 (PL 10) shall not be used outside of normal school hours except for special or religious events or summer fairs in association with the school use.

Reason: To protect residential amenity of adjoining residents and to ensure that the additional activity on site arising from this consent, and taking place outside normal school hours, is confined within the building.

**EXTERNAL APPEARANCE & SITE LAYOUT**

8. Notwithstanding the description of the materials in the application, no construction 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.

9. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure, including details of an acoustic barrier/ fence to be erected next to the rear garden boundaries with properties Nos. 36 - 46 Ringwood Avenue, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The walls/gates/fencing/railings/enclosures shall be erected in accordance with the approved details following completion of the building and prior to the occupation of the building hereby approved.

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

10. Notwithstanding any indication on the submitted drawings details and samples of the materials for those area to be treated by means of hard landscaping (permeable surface) shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the development. Thereafter the hard landscaping shall be carried out in accordance with the

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

approved details following completion and occupation of the building hereby approved.

Reason: In order to retain control over the external appearance of the development and to provide a permeable surface for better surface water drainage on site.

11. Notwithstanding the details of landscaping plan a schedule 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 completion of the development. Thereafter the approved scheme of planting and landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the completion of development. 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, shall be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to ensure a satisfactory setting for the proposed development and in the interests of the visual amenity of the area.

12. No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site other than those approved in writing by the Local Planning Authority. Any external lighting or other means of external illumination shall be installed and thereafter retained in full accordance with the approved details.

Reason: To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

**TREE PROTECTION**

13. All works associated with this development shall be undertaken in accordance with a Arboricultural Method Statement to be prepared and the detail a Arboricultural Method Statement to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works

Reason: To safeguard the health of existing trees which represent an important amenity feature.

14. A pre-commencement site meeting must take place with the Architect, the consulting Arboriculturist, the Local Authority Arboriculturist, the Planning Officer to confirm tree protective

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

measures to be implemented. All protective measures must be installed prior to the commencement of works on site and shall be inspected by the Council Arboriculturist and thereafter be retained in place until the works are complete.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

**TRANSPORTATION**

15. Three months prior to the occupation the building hereby approved, a satisfactory School Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out in the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduces reliance on private motor vehicles.

16. The disabled car parking space and cycle parking shown on the approved drawings shall be provided prior to the occupation of the building hereby approved.

Reason: In the interests of amenity and road safety.

**SUSTAINABILITY/ ENVIRONMENTAL PERFORMACE**

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

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

18. Details indicating the location of the air source heat pump system to be installed, or alternative renewable energy technology/ system with the associated calculations showing how a target energy reduction of 20% can be achieved, based on current Building Regulations, 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

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

with national London and local planning policy.

**CONSTRUCTION**

19. The construction works of the development hereby granted shall not be carried out before 0730 or after 1830 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.

20. 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. The plan will specifically show the how traffic around the immediate road network are routed.

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.

21. 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.

**RESTRICTIONS ON USE**

22. The use of the premises for the purposes hereby permitted shall only take place between the hours of 7.00am and 10.30pm on weekdays and, Saturdays and between 9.00am and 10.00pm on Sundays.

Reason: To ensure that the use does not prejudice the amenities of occupiers of neighbouring residential properties.

**REASONS FOR APPROVAL**

The reasons for the grant of planning permission are as follows:

(a) The proposal is acceptable for the following reasons:

- I. The design, form, detailing and facing materials of this purpose-built school building and associated external play space and landscaping are considered acceptable;;
- II. The proposal will provide a high quality education facility which will provide enhances opportunities for



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

	<p>teaching and learning, with wider benefits to the local community;</p> <p>III. The scheme has been designed sensitively in terms of environmental, ecological and sustainability issues and in terms of its relationship with neighbouring properties.</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 G1 'Environment', G2: 'Development and Urban Design', G9 'Community Wellbeing', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design' and OS17 'Tree Protection, Tree Masses and Spines' and supplementary planning guidance SPG1a 'Design Guidance and Design Statements', SPG4 'Access for All -Mobility Standards', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plan', SPG7c 'Transport Assessment', SPG8b 'Materials', SPG8c 'Environmental Performance' and SPG9 'Sustainability Statement Guidance'.</p> <p>INFORMATIVE: Any and all works carried out in pursuance of this planning permission will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.</p> <p>INFORMATIVE: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p> <p>Section 106: Yes</p>	
<p><b>PC46.</b></p>	<p><b>APPEAL DECISIONS</b></p> <p>Report to advise the Sub Committee on Appeal decisions determined by the Department for Communities and Local Government during June and July 2011.</p> <p><b>NOTED</b></p>	
<p><b>PC47.</b></p>	<p><b>DELEGATED DECISIONS</b></p> <p>Report to inform the Sub Committee of decisions made under delegated powers by the Head of Development Management and the Chair of the above Sub Committee between 23 May 2011 and 19 June 2011.</p>	

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 12 SEPTEMBER 2011**

	<b>NOTED</b>	
<b>PC48.</b>	<b>PERFORMANCE STATISTICS</b>  Report to advise the Sub Committee of performance statistics on Development Management, Building Control and Planning Enforcement since the Sub Committee meeting on 14 June 2011.  <b>NOTED</b>	
<b>PC49.</b>	<b>PLANNING ENFORCEMENT UPDATE</b>  Report of the Director of Place and Sustainability to inform Members on Planning Enforcement's progress in maintaining service delivery 2011/12.  <b>NOTED</b>	
<b>PC50.</b>	<b>NEW ITEMS OF URGENT BUSINESS</b>  There were no further new items of urgent business.	
<b>PC51.</b>	<b>DATE OF NEXT MEETING</b>  Special Planning Sub Committee, 22 September 2011.  The meeting closed at 23:15hrs.	

COUNCILLOR ALI DEMIRCI

Chair