

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Councillors: Basu, Beacham, Demirci (Chair), Egan, Hare, Mallett, Schmitz, Solomon and Waters

Apologies: Councillor Peacock, Councillor Rice and Councillor Erskine

Also Present: Councillor Strickland and Cllr Bevan

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>
<b>PC110.</b>	<p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Cllr Peacock for whom Cllr Mallett was substituting, from Cllr Rice for whom Cllr Egan was substituting and from Cllr Erskine for whom Cllr Solomon was substituting.</p>
<b>PC111.</b>	<p><b>URGENT BUSINESS</b></p> <p>There were no items of urgent business.</p>
<b>PC112.</b>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Hare raised a concern that, while the local authority's planning function was non-political, the application and the s106 changes had been presented by officers at a meeting to which Liberal Democrat Members, including those sitting on the Planning Sub Committee, had not been invited. This meant that Liberal Democrat Members had only a very short time to consider the paperwork for such a significant application; it was felt that this was not good practice and it was hoped that this did not set a precedent, as all Members should receive the necessary support from officers to enable them to carry out their duties.</p> <p>Allan Ledden, Legal, advised that all Members must come to their determination with an open mind, and that where reports on this issue had been considered elsewhere, this was always on the understanding that discretion ultimately lay with the Planning Sub Committee. Officers confirmed that all Members had been briefed; Cllr Schmitz stated that for such a large report Members would have welcomed longer to consider the paperwork.</p> <p>Cllr Demirci declared a personal interest as a supporter and former employee of the club (in the capacity of match day steward). His employment with the club had ended in April 2011 and he was not a season ticket holder. Cllr Demirci declared that he was able to come to this determination with an open mind.</p>
<b>PC113.</b>	<p><b>DEPUTATIONS/PETITIONS</b></p> <p>There were no deputations or petitions.</p>

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

<b>PC114.</b>	<b>MINUTES</b>  <b>RESOLVED</b>  That the minutes of the meeting of the Planning Sub Committee held on 9 January 2012 be approved and signed by the Chair.
<b>PC115.</b>	<b>TOTTENHAM HOTSPUR FC STADIUM REDEVELOPMENT (NORTHUMBERLAND DEVELOPMENT PROJECT) - REVISING THE S106 AGREEMENT TO SUPPORT A VIABLE DEVELOPMENT SCHEME</b> Marc Dorfman, Assistant Director, Planning, Regeneration and Economy, introduced the way in which the applications would be presented. Resolutions for the three reports would be passed at the end of proceedings, after full discussion and deliberation of each item. An addendum sheet had been circulated, which outlined that a new appendix 1 to agenda item 6 had been tabled, and also set out a proposed additional condition to agenda item 8 in respect of the provision of details for disabled access and advised of a correction to agenda item 9, Table 1 Row 3, column 3 where the figure should read 733m <sup>2</sup> instead of 15,000m <sup>2</sup> as stated in the original report.  Mr Dorfman gave a brief presentation on the details of the site and its location, the existing consented scheme and of the proposed changes represented by the reports before the Committee at this meeting. An outline of the three reports was presented. Mr Dorfman emphasised that the planning authority was obligated to consider issues of viability; that an independent assessment had been undertaken on behalf of the Council in respect of viability of the scheme, and a range of proposals had been brought forward to address the overall viability and deliverability of the scheme. The officer recommendation for all three reports was to grant consent.  Terry Knibbs gave a presentation on the proposed revisions to the s106 agreement for the Northumberland Development Project, and advised that these revisions formed a key element of the viability of the scheme overall. It was the officer view that key impacts (identified as highway capacity and parking, improved access to stations, reducing the impact on buses and achieving a mode share target of 77% of journeys not being made by car, the impact of match day crowds and TV reception) would continue to be addressed; alternative funding arrangements would relieve some of the previous funding obligations, non-funding obligations remained in place and were in parts strengthened under the revised agreement.  It was proposed that the requirement for 50% affordable homes in the development be deleted. As a result of funding regime changes for affordable housing, the provision of affordable housing would have a negative impact on the viability of the scheme. The Council's planning policy permitted flexibility in respect of affordable housing provision, subject to viability, and also encouraged developing a broad housing mix. It was noted that Northumberland Park currently had a high proportion of social housing, and that the creation of open market homes in the area would broaden the mix of housing locally.  In respect of school place funding, it was recommended that the requirement

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

for this funding be deleted in the revised s106 agreement. On the basis that the homes to be provided under the new outline planning application would all be open market, and the likelihood that the majority of these would be 1 and 2 bedroom units, it was anticipated that the number of children occupying the development would be reduced. It was further reported that separate arrangements were in place to increase primary school capacity.

New obligations added under the revised s106 agreement were the use of 'enabling' development value to support the Stadium, and the offer of a space to successor body to the PCT or an approved public sector healthcare provider to be used as a healthcare centre.

Mr Knibbs reported that Grant Thornton had been commissioned to undertake an independent assessment of the viability of the scheme; they had confirmed the existence of a funding gap in the development as consented and advised that the proposed revisions, including the revision of the s106 agreement, gave a reasonable prospect of a viable and deliverable scheme.

Mr Ledden gave a verbal update; further to paragraph 6.5 of the report, Counsel's advice had now been obtained in respect of state aid regulations, and that under the proposed revisions to the s106 agreement, the question of state aid should not be taken as arising.

The Committee asked what obligations in the revised s106 could be enforced in the event that the stadium was built elsewhere. Mr Knibbs advised that the phasing was such that obligations associated with Phase 1 (Northern Development) would be payable were the stadium not built on the site, but that the rest of the obligations were triggered by the letting of the stadium construction contract. It was noted that the club had made clear public announcements around their commitment to staying in Tottenham and it was further noted that there was now an additional s106 obligation requiring THFC to demonstrate how any land / development value at the Southern and Northern developments would contribute towards the stadium delivery.

The Committee asked about obligations payable to Enfield, and Mr Knibbs advised that the requirement to enter into an agreement with Enfield to fund a CPZ and highway improvements remained in place under the revised s106. The requirement in respect of a payment to Enfield for schools improvements was proposed to be deleted – Enfield had been consulted in regard to this but had yet to respond. It was confirmed that under the existing s106, this payment was not enforceable. The Committee noted the conclusions made by Grant Thornton, and asked what the risks were that they referred to in their report. Mr Knibbs explained that these related to external funding risks such as the delivery of the naming rights sponsor and bank lending.

The Committee asked how it would be possible to enforce obligations to ensure that a minimum of 77% of spectators travelled by non-car means to the ground for the main part of their journey, and for local labour; Mr Knibbs advised that there was an obligation on the club to undertake an annual travel survey, and that they would only be relieved of obligations in respect of this issue once the target had been met for 5 consecutive seasons. In respect of local labour, the club would be required to report regularly to the Council on

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

how it was approaching this and the Council would also set out detailed expectations with regard to what the club should be doing, It was clarified that "local labour" in this case specifically referred to Tottenham.

The Committee asked about the annual monitoring contribution for travel plans, THPT plan, LAMP and Open Space Management Plan; it was reported that the Council was coordinating existing monitoring resources in order to reduce costs. The Committee asked about the community events under non-funding obligations, whether the number indicated was a minimum or maximum and also who would control the nature of such events. Mr Knibbs advised that the revised s106 agreement would increase the number of community events from a minimum of 6 per year to a minimum of 12 per year. These events would be organised by the Tottenham Hotspur Foundation and the programme drawn up in consultation with the Council each year.

The Committee asked about the proposed deletion of the education contribution, and noted that, whilst there were arrangements in place to increase primary provision in the area, the children living at the site could be of any age. Mr Knibbs advised that, whilst the focus to date had been on primary capacity, the Southern development was not due for occupation until 2017/18 and further proposals would be brought forward on the basis of an annual review. In the context of the other benefits the scheme would bring, and the estimated reduction in the number of children occupying the site as a result of the other changes to the s106, it was felt that the loss of the education contribution was acceptable.

Mr Michael Clayden, Northumberland Park School, addressed the Committee with some concerns regarding the development, although made clear that overall he and the school were very supportive of the wider benefits to the local area that the scheme would bring. Mr Clayden sought reassurances that previous proposals for a service road from Park Lane, safe and attractive access across the new stadium site except during matches, the rebuilding of the full length of the school's boundary wall at the club's expense to maintain security and the layout of the north east quadrant of the space around the stadium such that it could be used as an extension to the school's supervised informal play facilities would not be adversely impacted on by the revised applications being considered at this meeting. Mr Clayden asked that provisions in respect of all of these issues be added to the conditions of any approval. In respect of the proposals for parts of the site to be used for education purposes, Mr Clayden requested that there should be a requirement for arrangements regarding the management of the control and conduct of pupils leaving their place of education and in the immediate vicinity to be jointly planned with existing education providers on the site, and that access to any new education provision be designed to minimise adverse interaction. Finally, Mr Clayden sought a condition requiring urgent provision of suitable controlled crossing arrangements in Tottenham High Road, taking account of the students attending the school in the interim period during construction and in the long term.

Cllr Alan Strickland, Cabinet Member for Economic Development and Social Inclusion, addressed the Committee in support of the recommendations of the report. Cllr Strickland advised that the scheme was a critical element of the

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

future of Tottenham and needed to be brought forward. The economic downturn had negatively affected the viability of the scheme as consented, and the options for now delivering the scheme were either to wait until economic conditions improved, or look at how to address the issues – the importance of this scheme for the wider area made it clear that waiting was not an option. The recommendations set out in the report in respect of the s106 were the culmination of a long period of negotiations regarding viability and the Committee was asked to approve the report.

The Committee asked whether it was possible to link the concessions in obligations such that they were conditional on the stadium being delivered, and also whether, were it possible for a quid pro quo such as shares in the club being offered, such an arrangement would be welcomed. Cllr Strickland advised that the proposed phasing of the development addressed the issue of making concessions conditional on the building of the stadium. He emphasised that what was on offer was a £400m regeneration project and that lengthy negotiations with the Council, club and GLA had taken place at which various options had been considered and what was put forward was strongly felt to be the best of the options.

Mr Ledden advised the Committee that the acceptance of shares in the club in lieu of planning obligations may raise issues of bias, as the use of planning powers for economic gain. In respect of the issue around making concessions conditional on the construction of the stadium, Mr Ledden advised that the proposed housing development was on the site of the existing stadium, and therefore a replacement stadium would need to have been delivered in order to build the housing. Mr Ledden advised the Committee not to pursue the issue of shares or of making concessions on obligations conditional on delivery of the stadium.

The Committee asked whether other regeneration projects in the area were waiting on the delivery of the Northumberland Development Project, in response to which Cllr Strickland reported that it was expected that there would be a ripple effect, bringing wider regeneration benefits. The Committee asked whether there had been a scaling back in the plans for the stadium development to match the reduction in obligations which was now being sought. Cllr Strickland advised that there had been a significant joint exercise between the Council and the club on how to improve viability.

Cllr Bevan, Cabinet Member for Housing, addressed the Committee in support of the recommendations of the report and the planning applications later on the agenda. Cllr Bevan thanked the design panel for their input and advised that the existing Council policy on housing reflected a need for a greater mix of housing, which would be achieved by the proposed revision to the s106 agreement. In respect of affordable housing provision, Council policy was flexible and took financial viability into account, which was the case in respect of this proposal. Cllr Bevan advised that there had been a complete change in the way social housing was funded by Government since the previous consent. Lyn Garner, Director of Place and Sustainability, confirmed that previously HCA funding for affordable housing was £130k per unit, but this had now reduced for certain types of development to £25k per unit, and for developments such as this, no funding at all would be received for affordable housing, the cost of

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

which had to be supported entirely by the development itself. In response to a question regarding increased rents, it was confirmed that this would be permissible but such a decision would be subject to the Council's housing policy; at the present time, the Council was not minded to accept rents at this level.

*The Committee took a 10-minute break at 8.30pm and reconvened at 8.40pm.*

A number of local residents addressed the Committee in support of the development. Derek Lewis, a local resident, local businessman and representative of the Tottenham Traders Partnership reported that he and the Tottenham Traders Partnership fully supported the development in its entirety and that delivery of the scheme needed to start as soon as possible.

Burk Gravis, Haringey Sports Development Trust, advised that he worked with the Tottenham Hotspur Foundation and that the benefits of having the club on board included the obvious physical regeneration but also employment opportunities for local young people, which was vital. Mr Gravis advised that all the Foundation's events were fully risk assessed and well-managed, and that the programmes brought money back to Haringey. As well as delivering one of the three best stadiums in London, this development would have the benefit of providing a wide range of beneficial activities outside of match days.

Martin Laheen, local resident and community volunteer, expressed support for the positive impacts the scheme would have in respect of local employment and the work of the Foundation, and advised the Committee to support all of the recommendations. Mr Laheen emphasised that it was important for the local community to be kept informed throughout the process.

Nicky Price, Tottenham Carnival, urged the Committee to enable the development to move forward as this was essential for Tottenham and Haringey as a whole. Mr Price advised that local businesses were already closing down and that if progress were not made now, there would be further negative impacts on local people. The scheme would bring business and investment to the area and would enable Tottenham to prosper.

Donna Cullen and Paul Phillips addressed the Committee on behalf of the applicants, Tottenham Hotspur Football Club. Ms Cullen, an Executive Director, expressed to the Committee the club's absolute commitment to the Northumberland Development Project and the significant investment by the club in the project to date. This scheme was felt to be the most important of the regeneration projects in Tottenham; there was a need to increase confidence in the area and get a sense that things were happening, in order to stimulate investment. Ms Cullen advised that she was also a trustee of the Foundation, and that it was hoped that the Committee would see the Foundation's work as a sign of the club's commitment to the local community; the facilities proposed in the development would enable the work of the Foundation to flourish. Ms Cullen noted that any major scheme required public sector support, and that the club was delighted to have reached a proposed scheme which, if approved at tonight's meeting, would enable the whole project to move forward. There was a real opportunity to make progress.

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Mr Phillips assured the Committee that the original proposals in respect of fencing for the boundary with Northumberland Park school remain unchanged, and that the club had no concerns in respect of the proposals for the shared space being used by the school subject to a management plan. With regards to safety for pupils accessing the site, it was reported that there were proposals for pelican crossings at the two raised podia to improve the current situation, and that it was confirmed that travel plans were in place to address issues of road safety for the interim period during construction of the scheme. In response to questions regarding savings being made by the club to match proposed concessions in planning obligations, Mr Phillips assured the Committee that they looked at every aspect of their design process to identify savings on an ongoing basis. The proposed revised application for the Southern development was felt to be more sensitive and offer an improved aspect onto Park Lane, and both applications presented an opportunity to increase commercial, job-creating floor space and to improve the viability of the scheme.

Mr Phillips advised that the development would be a catalyst for greater change in the area, creating a snowball effect, with more homes and jobs being created in Tottenham. It was reported that the revised s106 agreement was a vital public sector ingredient which would enable the delivery of private investment to move the project forward. The Committee were asked to approve the recommendations before them.

The Committee asked about the way in which the space above the supermarket would be used, and also how the space offered to the PCT or its successor would be used in the event that it was not taken up by a healthcare provider. With regards to the proposed education use of the space above the supermarket, Mr Phillips reported that this was an area of 50,000 sq feet with 2 courtyards and had been designed to be a very flexible space; discussions had taken place regarding using the space for school use, a 6<sup>th</sup> form provision and University Technical College – the key was the flexibility of the space, which could facilitate a range of uses. In respect of the health centre, it was advised that it was not anticipated that this would be ready for occupation for 5-6 years, in which time it was hoped that the opportunity to fund health services at this location would be possible, but would depend on circumstances at that time. Again, it was reported that this would be a very flexible space able to accommodate a range of potential uses, were a health provider not forthcoming. In the period before this aspect of the scheme was delivered, work would take place to identify appropriate occupiers of the site.

The Committee asked whether the proposed revisions to the s106 took into account the possibility that other aspects affecting the viability of the scheme, such as naming rights, might exceed expectations. Mr Phillips responded that the s106 agreement was just a part of a wider exercise around viability; while the naming rights figure could be higher or lower than expected, the construction and development costs could also increase or decrease, with a probability that costs would increase. The club needed to work to balance the various increases and decreases in costs and funds throughout the term of the project as best it could. Given this, the Committee asked about the significance of the reduction in s106 obligations, when this saving may well be offset by rising costs elsewhere, in response to which Mr Phillips advised that it was not

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

possible to look at one particular element of the development in isolation, it was necessary to challenge every cost across the project, regardless of its size, in order to maintain control and viability of the scheme.

The Committee asked whether the current economic climate meant that favourable agreements could be reached with contractors. Mr Phillips advised that this was the case, and wherever opportunities to realise savings had arisen, these had been taken. On a day to day basis the club was working to manage every aspect of the costs of the scheme.

The Committee asked for reassurance that the proposed changes did not have an impact on the club's arrangements with regards to protection against terrorism, and that these remained robust. It was reported that in developing the original proposals the club had liaised with the police and reviewed all elements of the scheme with specialist terrorism officers; recommendations made by the police had been incorporated into the design. The Committee was assured that none of the new proposals diminished the previous work on terrorism undertaken by the club and police.

The Committee asked for the club's response to the suggestion that share capital be transferred to the Foundation to reflect the planning obligations, and also the suggestion that the affordable housing obligation be reinstated, were the stadium not delivered. Mr Phillips responded that, were the stadium not delivered in Tottenham, this would leave a 17-acre development site; in this case, a completely new scheme was likely to come forward to maximise the potential of the entire site. The Committee was advised that the issue of shares could not be considered as this was not a planning matter.

In response to a question from the Committee regarding the durability of the proposed landscaping and street furniture, Mr Phillips advised that there had been no reduction in development quality to meet cost targets, and that the high quality of every element of design was maintained under the current proposals. It was reported that matches were categorised according to risk and the level of police resource required; in recent years there had been very little evidence of damage caused by football crowds and it was anticipated that the provision of high quality facilities would encourage people to respect their surroundings even more.

**PC116.**

**LAND OFF NORTHUMBERLAND PARK, TOTTENHAM, N17 AND LAND OFF PARK LANE, TOTTENHAM, N17**

Mr Dorfman gave a presentation on the application for planning permission for land off Northumberland Park, Tottenham, N17 and the application for outline planning permission for land off Park Lane, Tottenham, N17. The presentations included the location of the sites, details of the proposals, the existing consents in place, analysis of the applications against key planning issues and details of the consultation and responses received. The recommendation of both reports was that permission be granted, subject to conditions, a s106 legal agreement, the direction of the Mayor of London and the direction of the Secretary of State.

The Committee asked about the use of the podium space, who this would be available to and what it would be used for. Mr Dorfman advised that this large space would be managed by the club and open to the public throughout the



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

year, with a number of managed events. A Local Area Management Plan would be required to be in place, which would include a mechanism to consult the local community on how the podium and key access routes would be managed. In response to a question regarding pedestrian access to the upper floors of the Northern development, it was confirmed that this would be via the podium. The Committee asked about the green wall; it was confirmed that this would be the subject of a condition, with the details to be agreed with the local authority as the technology available in this area continued to develop.

The Committee asked whether there was any risk of disturbance to the Moselle culvert, in response to which Mr Dorfman advised that it was not believed that any disturbance would be caused, however a condition was proposed to check this. The Committee asked if it would be possible to explore the opportunity to drain surface water into the Moselle in order to improve the water quality and to add this as an informative. Mr Dorfman agreed that this could be looked at.

The Committee noted that the design panel had made some comments in respect of the design elements of the Southern development, and asked whether design aspects of this application could be reserved matters, to be brought back to the Committee for consideration. Mr Dorfman advised that there had been some debate at the design panel regarding the merits of the finger design over the crescent, with a general preference for the crescent – officers differed from this view and felt that the finger design would offer a better living standard for people living in the development, provide greater light and views towards the stadium and the podium and would create a more varied frontage onto Park Lane. The design panel had agreed that the key to making the development successful would be the quality of materials used, and this was within reserved matters. Other than the outline of the number of units deliverable on the site, all other aspects of this application were reserved matters. It was clarified that this included the design and decorative details.

The Committee asked about the proposed biomass boilers for the Northern development. Mr Dorfman advised that the Council had sought to maximise the amount of renewable energy to support the scheme. The term biomass covered a range of renewable resources, generally from waste management processes. While the GLA welcomed the inclusion of renewable energy in the scheme, some concern had been expressed regarding the impact on air quality, and a condition had been recommended to address this issue.

The Committee asked about sustainable transport issues, and the incorporation of adequate cycle parking provision. Mr Dorfman advised that it was necessary to balance the wish to reduce car numbers and the provision of appropriate cycle parking spaces with design needs, and the location of parking spaces. It was not proposed that there be a change in the previously consented number of cycle or car parking spaces as it was felt that the development could not accommodate an increase.

*At 9.55pm, the Committee agreed to suspend standing orders in order to complete the business already commenced.*

The Committee noted that the s106 obligations in relation to the Northern application would still be payable were the stadium not delivered, and asked

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

why this was not also the case for obligations associated with the Southern development. Mr Knibbs responded that the key objective of the scheme was the delivery of the stadium. Were the supermarket at the Northern site delivered at Phase 1 as planned, the associated highway works would still need to be completed and it was appropriate that the costs associated with this be repaid. At the Southern development, the stadium would need to have already been rebuilt in order to enable the construction of the housing units. The club had emphasised their commitment to the area but, were the stadium not to be delivered on the site, an entirely new scheme for the site would come forward. It was therefore felt that any further repayment obligations were unnecessary.

The Committee asked whether the biomass boilers would necessitate delivery of fuel by vehicles. Mr Dorfman advised that details were still to be determined, but it was possible that this would be the case in the short term, with medium to long term proposals for a piped network being considered.

Clarification was sought from the Committee as to the reasons why an obligation to require the repayment of the original education and affordable housing contributions in the event of the stadium not being delivered was not possible. Mr Dorfman advised that, were the proposed package approved, the club would be in a position to apply for other necessary funds in order to realise the delivery of this very complex scheme, and officers were happy to recommend the phased approach. It was not recommended that further conditions or obligations be imposed that would hinder this approach. Ms Garner addressed the issue of linking the obligation in respect of affordable housing to delivery of the stadium, and advised that it was likely that a new, large multi-use scheme would be put forward in the event that the stadium were not built and at that stage requirements could be put in place regarding affordable housing and education contributions. It was believed that the scheme proposed at this meeting was fundable, and the funding package was needed to ensure that the stadium could be delivered. It was not felt that increasing the level of affordable housing would be appropriate on this site.

Mr Clayden, Cllr Strickland, Cllr Bevan, supporters of the scheme and the applicants confirmed that they had no further points they wished to add to the comments they had raised earlier in the meeting.

The Committee considered the plans and model of the scheme.

In response to a final question from the Committee, Mr Dorfman advised that the room sizes proposed were in accordance with the existing GLA standards.

**PC117.**

**RESOLUTIONS**

Mr Dorfman summarised the issues covered earlier in the meeting:

- S106 – there had been several concerns regarding how to ensure delivery of the stadium, and whether there were the possibility of any claw-back, were the stadium not delivered. It was reported that a new obligation required enabling development to invest in the stadium. In respect of the loss of the education contribution, the revised proposal

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

was felt to have less impact on local education services and it was also acceptable to amend requirements on the basis of viability. With regards to affordable housing, the Council was committed to creating a mixed tenure, and Northumberland Park currently had a very high level of social housing.

- Concerns raised by Northumberland Park school – the applicants had responded to the points raised and it was proposed that informatives be added in respect of the issues of the boundary wall, layout and shared use of the space adjoining Northumberland Park school, the co-planning with any other educational establishment on the site of arrangements for the management and control of pupils accessing, leaving and in the immediate vicinity of the educational establishments, that routes to and from any education provision be designed to minimise any adverse interaction between students and that the Highways Authority take pedestrian safety and routing management into account in their works.
- Use of space – there was a need to be increasingly flexible in order to make the project viable. D1/D2 uses were felt to be appropriate in a town centre location such as this.
- Concerns had been raised regarding obtaining best value, the concessions being sought and the issue of quid pro quo. The Committee was advised that issues relating to shares were not planning matters. There had been long and detailed negotiations leading up to the proposed revisions to the s106 agreement, and officers supported the current proposals as being compliant with Council policy.
- Issues had been raised regarding terrorism, and the applicant had provided reassurance on this; questions raised regarding the use of space, the area management plan and quality of the streetscape had been addressed.
- Design – the design panel had overall supported the scheme although had differing views regarding the relative merits of the crescent and finger designs. It had been agreed that the quality of the detailing and materials was of the utmost importance and that if these were of a high enough quality, the scheme would be successful.
- Green issues – the Committee had looked at elements of the design such as the green wall and biomass boilers.
- In conclusion, the recommendations remained unaltered apart from the addition of informatives relating to the representation by Northumberland Park School, and the issue of looking at directing surface water into the Moselle culvert.

The Committee asked about the reserved matters in respect of the Southern development application, and whether these would be brought back to the Committee due to their importance. Mr Dorfman advised that it would be most appropriate for these to be brought back to the design panel for consideration.

The Chair moved the recommendations in respect of the report on revising the s106 agreement to support a viable development scheme, taking into account the replacement appendix 1 to this report tabled at the meeting and it was unanimously:

**RESOLVED**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

- 1) That the Sub Committee approve the heads of terms set out in the revised appendix 1 as tabled at the meeting for a new s106 legal agreement (to replace the s106 agreement dated 20 September 2011) between the Council, Tottenham Hotspur Football Club (and associated companies) and Transport for London related to the 'Northumberland Development Project';
- 2) That the Sub Committee authorise the Assistant Director Planning Regeneration and Economy, in consultation with the Chair of the Sub Committee, to approve the detailed wording of the new s106 agreement including agreeing minor changes to heads of terms as a result of continuing negotiations and/or detailed drafting;
- 3) That the Sub Committee agree that, subject to the Sub-Committee's decisions in respect of the two THFC planning applications reported separately on this agenda, the revised s106 agreement approved in recommendation 1) above should relate to the original consented Northumberland Development Project scheme (granted planning permission on 20 September 2011) as well as the new planning applications (if approved by the Sub Committee) for the Phase 1 (Northern) and Phase 3 (Southern) Developments.

The Chair moved the recommendations of application HGY/2011/2350, subject to the additional condition 41, tabled at the meeting in respect of disabled access, and the addition of informatives relating to the issues of the boundary wall of Northumberland Park School, layout and shared use of the space adjoining Northumberland Park school, the co-planning between Northumberland Park school and any other educational establishment on the site of arrangements for the management and control of pupils accessing, leaving and in the immediate vicinity of the educational establishments, that routes to and from any education provision be designed to minimise any adverse interaction between students and those of Northumberland Park School, that the Highways Authority take pedestrian safety and routing management for those attending Northumberland Park school into account in their works, and relating to the issue of improving the water quality in the Moselle culvert by means of surface water from the site and it was unanimously:

**RESOLVED**

That planning application HGY/2011/2350 be granted subject to:

- Conditions as below
- A legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- The direction of the Mayor of London; and
- The direction of the Secretary of State; and

In accordance with the approved plans and documents as follows:

<b>DOCUMENTS</b>
<b>Title</b>
Planning Statement Dec 2011
Design & Access Statement 21 Dec 2011

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
11580/001	P1	Planning Application Boundary
11580/002	P1	Planning Application Boundary
11580/005	P1	Proposed Site Plan
11580/100	P1	Ground Floor Plan
11580/101	P1	First Floor GA Plan
11580/102	P1	Second Floor GA Plan
11580/103	P1	Third Floor GA Plan
11580/104	P1	Fourth Floor GA Plan
11580/105	P1	Roof Plan

Conditions:

**TIME LIMIT**

- 1. The development hereby permitted shall commence within three years of the date of this planning permission**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

**ARCHAEOLOGY**

- 2. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation has been submitted by the applicant and approved by the Local Planning Authority.**

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8.  
Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

**DRAWINGS**

- 3. Prior to the opening of the supermarket, the applicant shall submit**

**for approval to the Council as local planning authority detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.**

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV4 CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

#### **MATERIALS**

- 4. Full details of the development, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation". Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 5. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006. Stadium and Major Event Conditions

#### **CCTV**

- 6. Prior to the commencement of the development hereby permitted with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out otherwise than in accordance with the approved details.**

Reason: In order to ensure that the proposed development achieves the

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

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 in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

**LIGHTING**

- 7. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.**

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 in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**SIGNAGE**

- 8. The applicant shall submit within 2 years of commencing the development hereby permitted a fully detailed design strategy for any signage to be displayed on any part of the development permitted under ref. no. HGY/2010/1000.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

**LANDSCAPE MAINTENANCE**

- 9. Within 2 years of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**REFUSE & RECYCLING**

- 10. Prior to commencement of the development hereby permitted with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.**

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**PARKING**

- 11. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 401 spaces for the food store and 23 spaces (outside the site) for the upper floor uses.**

Reason: In order to ensure the appropriate level of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**CYCLE PARKING**

- 12. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a detailed cycle parking layout shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**DISABLED PARKING**

- 13. A minimum of 23 disabled car parking spaces shall be provided in the supermarket car park.**



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired in accordance with policies UD3, M3 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

- 14. No staff, with the exception of Blue Badge holders, are permitted to use the supermarket car park between the hours of 8:00am and 19:00pm Monday to Saturday.**

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**GROUND CONTAMINATION**

- 15. Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**SITE DRAINAGE**

- 16. Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", until details of site drainage works including an impact study of existing sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker.**

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

**WATER SUPPLY**

- 17. Unless otherwise agreed in writing by the Local Planning Authority, no development shall be commenced, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", until a Water Supply**

**Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).**

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

#### **HOURS OF DEMOLITION & CONSTRUCTION**

- 18. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

#### **CONSTRUCTION VEHICLES**

- 19. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.**

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

- 20. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.**

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

#### **CONSTRUCTION IMPACT MITIGATION**

- 21. Prior to the commencement of the development hereby permitted, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

- 22. No development shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and policies G1, ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

#### **SUSTAINABLE URBAN DRAINAGE SYSTEM**

- 23. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", details of a scheme for surface water drainage works (including the provision of a Sustainable Urban Drainage System and the provision of petrol/oil interceptors in all car parking/washing/repair facilities) shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure the satisfactory surface water drainage of the site and to prevent pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV 7 of the London Borough of Haringey Unitary Development Plan 2006.

#### **NOISE**

- 24. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

### **MECHANICAL PLANT**

- 25. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

- 26. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

### **FLOOD RISK ASSESSMENT**

- 27. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:**
- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150/l/s/ha.**
  - ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**
  - iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.**

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

### **SITE INVESTIGATION & CONTAMINATION**

- 28. Prior to commencement of the development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

- 1. a preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - potentially unacceptable risks arising from contamination at the site;**
- 2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;**
- 3. the site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;**
- 4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to acceptable standards.

- 29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: To ensure protection of controlled waters.

#### **FOUNDATIONS**

- 30. Piling or any other foundation designs using penetrative methods shall not 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 groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure protection of controlled waters.

#### **SERVICING AND DELIVERIES**

- 31. Deliveries to the supermarket shall only take place between the hours of 5.00am and 11.00pm on any day. In addition to implementing the noise mitigation measures described in the approved Environmental Statement, Servicing Route A via the**

**junction of Tottenham High Road (A1010) and Northumberland Park (as identified in Figure 4.1, Volume 8 of the approved Transport Assessment) shall be utilised unless otherwise agreed in writing by the Local Planning Authority.**

Reason: To protect residential amenity.

#### **LOCAL SHOPPING**

- 32. The Supermarket hereby approved must encourage the use of local shopping facilities by allowing local shoppers to stay in the car park for up to 3 hours.**

Reason: In order to sustain the regeneration of Tottenham High Road and protect the viability of local shops in accordance with policies M3 and M4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **BRAND CENTRE**

- 33. The use as a 'brand centre' of part of the upper floors of the development hereby permitted shall be used only in conjunction with events in the nearby Stadium for the display of goods and not for general retail or wholesale sale of goods (unless otherwise agreed in writing by the local planning authority).**

Reason: To enable proper control of the use of this space in the interest of the amenity of surrounding residents and the impact on the local area.

#### **ELECTRIC VEHICLES**

- 34. Details of the provision of electric vehicle charging points within the parking areas shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

#### **DELIVERY AND SERVICE PLAN**

- 35. The developer provides a delivery and servicing plan for each aspect of development at least 2 months before they are occupied. The servicing and delivery plan should include:**
- a) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.**
  - b) Details of refuse collection to be provided as part of the service and deliver plan.**
  - c) Spaces for Taxis to drop off and pick up**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

### **TRAVEL PLANS**

- 36. The applicant/developer shall provide a Travel Plan for each element of the development at least 3 months before the development is occupied. The travel plans should include:**
- a) The developer or occupier of the development must provide showers and lockers as part of their Travel Plan.**
  - b) The developer/ occupier to provide financial incentives to increase cycle modal share.**
  - c) The developer/occupier to use reasonable endeavours to start a bicycle user group (BUG).**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

### **PARKING STEWARDS**

- 37. The applicant/developer shall commit to providing stewards inside the food store car park.**

Reason: In order to maximise the capacity of the food store carpark.

### **GREEN WALL & GREEN/BROWN ROOFS**

- 38. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", details of the green/brown roof(s) and 'green wall' shall be submitted and approved in writing by the Local Planning Authority.**

Reason: In order to secure a comprehensive and sustainable development and to achieve good design.

### **PILING METHOD**

- 39. 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.

#### **SUSTAINABILITY**

- 40. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a Environmental Sustainability Plan shall be submitted and approved in writing by the Local Planning Authority. The Environmental Sustainability Plan shall demonstrate:**

(a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;

(b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;

c) the specification for any green and/or brown roofs;

(d) how energy shall be supplied to the building(s), highlighting;

i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;

ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;

iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;

iv. any other measures to incorporate renewables.

v. the floor area of the energy centre

vi. details of appropriate air quality abatement measures including consideration alternative energy technologies

(e) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **41. INCLUSIVE ACCESS**

**Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local**



**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

**Planning Authority the definition and details of “site investigations and site preparation”, full details of disabled access shall be submitted to, approved in writing by, and implemented in accordance with the requirements of the Local Planning Authority.**

REASON: In order to ensure full disabled access to the development.

**INFORMATIVES:**

- A: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree
- B: In addition it is essential that a scheme implementation working group is created to deliver the highways works. This should include the following stakeholders: developer representative, DTO coordinator and Senior Borough engineer. The developer must use their best endeavour to ensure DTO joins the project delivery group. The Council cannot be held liable for any implications due to delays to scheme resulting from DTO actions (or lack of them).
- C: The applicant is advised to agree a scheme with Northumberland Park School for the rebuilding of the entire length of the school’s boundary wall. The cost of such a scheme should be borne by the applicant.
- D: The applicant is advised to allow the use of the shared space around the north-east quadrant of the stadium site as a supervised informal play area for students of Northumberland Park School during non-match days.
- E: The applicant is advised to ensure, through conditions on letting agreements or other appropriate means, that the operator of any future educational facility occupying the site jointly agree a plan with Northumberland Park School for the management and control of pupils accessing, leaving and being within the immediate vicinity of these facilities. Routes to and from these facilities must be designed to minimise any adverse interaction between students.
- F: The Highways Authority is advised to take into consideration pedestrian safety and routing management for those attending Northumberland Park School during the planning and undertaking of highway works.
- G: The applicant is advised to consider diverting surface water into the Moselle culvert in order to improve its water quality.

The Chair moved the recommendations of Planning Application HGY/2011/2351, subject to the additional condition 46, tabled at the meeting in respect of disabled access, and the addition of informatives relating to the issues of the boundary wall of Northumberland Park School, layout and shared use of the space adjoining Northumberland Park school, the co-planning

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

between Northumberland Park school and any other educational establishment on the site of arrangements for the management and control of pupils accessing, leaving and in the immediate vicinity of the educational establishments, that routes to and from any education provision be designed to minimise any adverse interaction between students and those of Northumberland Park School, that the Highways Authority take pedestrian safety and routing management for those attending Northumberland Park school into account in their works, and relating to the issue of improving the water quality in the Moselle culvert by means of surface water from the site and it was unanimously:

**RESOLVED**

That outline permission be granted in respect of planning application HGY/2011/2351, subject to:

- Conditions as below
- A legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- The direction of the Mayor of London; and
- In accordance with the approved plans and documents as follows:

<b>DOCUMENTS</b>
<b>Title</b>
Planning Statement Dec 2011
Design & Access Statement 21 Dec 2011
Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
11581/400	P1	Planning Boundary
11581/401	P1	Building Footprints
11581/402	P1	Maximum & Minimum Building Heights
11581/403	P1	Use Plan – CP1/Ground Floor
11581/404	P1	Use Plan – CP2
11581/405	P1	Use Plan – Level 1
11581/406	P1	Use Plan – Level 2
11581/407	P1	Use Plan – Typical Upper Floor
11581/408	P1	Site Access
11581/409	P1	Maximum Parameter Elevation – Park Lane

Conditions:

**RESERVED MATTERS**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

- 1. The permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) appearance, b) scale and c) landscaping .**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

**TIME LIMIT**

- 2. An application for the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this planning permission. That part of the development hereby permitted shall be begun either before the expiration of seven years from the date of this planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

**ARCHAEOLOGY**

- 3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation submitted by the applicant and approved by the Local Planning Authority.**

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8. Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

**RESIDENTIAL DEVELOPMENT**

- 4. The residential development hereby permitted shall not exceed 285 separate dwelling units, whether flats or houses.**

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development in accordance with the London Borough of Haringey's Housing SPD adopted October 2008.

**DWELLING MIX**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

- 5. Prior to the start of development the bedroom size mix of the proposed dwellings shall be submitted to and approved in writing by the local planning authority.**

Reason: To ensure an acceptable mix of dwelling sizes

**LIFETIME HOMES**

- 6. At least 10% of the dwellings shall be capable of being converted for wheelchair access and 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

**SUSTAINABILITY**

- 7. Applications for the Reserved Matters approval in respect of the development shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall demonstrate:**

(a). how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;

(b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;

(c) the specification for any green and/or brown roofs;

(d) how energy shall be supplied to the building(s), highlighting;

i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;

ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;

iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;

iv. any other measures to incorporate renewables.

v. the floor area of the energy centre

vi. details of appropriate air quality abatement measures including consideration alternative energy technologies

(e) how the proposed building(s) have been designed to achieve a BREEAM and/or Eco homes rating of "very good" (or an equivalent assessment method and rating) or better;

(f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

### **MATERIALS**

- 8. Full details of the development, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced except site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 9. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out other than in accordance with the approved details.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006. Stadium and Major Event Conditions

### **CCTV**

- 10. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out other than in accordance with the approved details.**

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

**LIGHTING**

- 11. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The relevant works shall be carried out only in accordance with the approved strategy.**

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 in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

**SIGNAGE**

- 12. The applicant shall submit within 2 years of commencing the development hereby permitted a fully detailed design strategy for any signage to be displayed on any part of the development.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

**HOARDINGS**

- 13. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site 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 prior to the commencement of the works (unless otherwise agreed in writing by the Local Planning Authority). The development shall be carried out only in accordance with the scheme as approved.**

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

**PLANTING AND LANDSCAPING**

- 14. The applicant shall submit within 1 year of commencing the development hereby permitted, a programme for commencing and**

**completing the planting and laying out of the approved landscaping scheme and the detailed scheme(s) shall be carried out only in accordance with the approved programme.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

#### **LANDSCAPE MAINTENANCE**

- 15. Within 1 year of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **REFUSE & RECYCLING**

- 16. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.**

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **PARKING**

- 17. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed**

**200 spaces.**

Reason: In order to ensure the appropriate level of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **CYCLE PARKING**

- 18. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a detailed cycle parking layout shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **SITE INVESTIGATION & CONTAMINATION**

- 19. Prior to commencement of the development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**
- 1. a preliminary risk assessment which has identified:**
    - all previous uses**
    - potential contaminants associated with those uses**
    - a conceptual model of the site indicating sources, pathways and receptors**
    - potentially unacceptable risks arising from contamination at the site;**
  - 2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;**
  - 3. the site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;**
  - 4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to



acceptable standards.

- 20. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

#### **SITE DRAINAGE**

- 21. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until details of site drainage works including an impact study of existing sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker.**

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

#### **WATER SUPPLY**

- 22. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).**

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

**HOURS OF DEMOLITION & CONSTRUCTION**

- 23. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

**CONSTRUCTION VEHICLES**

- 24. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.**

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

- 25. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.**

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

**CONSTRUCTION IMPACT MITIGATION**

- 26. Prior to the commencement of the development hereby permitted, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

- 27. No development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", shall be commenced unless a Construction and Environmental Management Plan has been**

submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority. This plan shall include a Considerate Constructor Plan.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and policies G1, ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

### **SUSTAINABLE URBAN DRAINAGE SYSTEM**

- 28. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a scheme for surface water drainage works (including the provision of a Sustainable Urban Drainage System and the provision of petrol/oil interceptors in all car parking/washing/repair facilities) and an assessment of the hydrological and hydrogeological context of the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure the satisfactory surface water drainage of the site and to prevent pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV 7 of the London Borough of Haringey Unitary Development Plan 2006.

### **ECOLOGY**

- 29. Unless otherwise agreed in writing by the Local Planning Authority, full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the LPA the definition and details of “site investigations and site preparation”.**

Reason: In order to ensure that the proposed development maximise the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

**NOISE**

- 30. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

**MECHANICAL PLANT**

- 31. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

- 32. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

**FLOOD RISK ASSESSMENT**

- 33. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:**
- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150/l/s/ha.**
  - ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**
  - iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.**

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

**CONTAMINATION**

- 34. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: To ensure protection of controlled waters.

- 36. Piling or any other foundation designs using penetrative methods shall not 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 groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure protection of controlled waters.

**PARKING PERMITS**

- 37. The residential units shall not be entitled to apply for a residents parking permit.**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

**CAR CLUB**

- 38. The developer shall provide a car club scheme as part of the travel plan to be secured as part of the S.106 agreement. The developer must ensure that the car club is in operation before the completion of development.**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

**PILING METHOD**

- 40. 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.

#### **ELECTRIC VEHICLES**

- 41. Details of the provision of electric vehicle charging points within the parking areas shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

#### **DELIVERY AND SERVICE PLAN**

- 42. The developer provides a delivery and servicing plan for each aspect of development at least 2 months before they are occupied. The servicing and delivery plan should include:**
- d) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.**
  - e) Details of refuse collection to be provided as part of the service and deliver plan.**
  - f) Spaces for Taxis to drop off and pick up**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

#### **TRAVEL PLANS**

- 43. The applicant/developer shall provide a Travel Plan for each element of the development at least 3 months before the development is occupied. The travel plans should include:**
- d) The developer or occupier of the development must provide showers and lockers as part of their Travel Plan.**
  - e) The developer/ occupier to provide financial incentives to increase cycle modal share.**
  - f) The developer/occupier to use reasonable endeavours to start a bicycle user group (BUG).**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

**PODIUM DISABLED ACCESS**

- 44. The applicant is to agree disabled ramp access beneath the south-east residential block to enable disabled access to the podium.**

Reason: In order to improve disabled access to the podium.

**SOUND PROOFING**

- 45. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a suitable soundproofing scheme to provide effective resistance to the transmission of airborne and impact sound shall be submitted to, approved in writing by, and implemented in accordance with the requirements of the Local Planning Authority.**

Reason: In order to ensure that the proposed use does not give rise to an unacceptable loss of amenity for occupiers within the property as a direct result of inadequate soundproofing.

**INCLUSIVE ACCESS**

- 46. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, full details of disabled access shall be submitted to, approved in writing by, and implemented in accordance with the requirements of the Local Planning Authority.**

REASON: In order to ensure full disabled access to the development.

**INFORMATIVES:**

- A: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree
- B: The applicant is requested to consider the inclusion of a foyer scheme either within the development or in the local area.
- C: The applicant is advised to agree a scheme with Northumberland Park School for the rebuilding of the entire length of the school's boundary wall. The cost of such a scheme should be borne by the applicant.
- D: The applicant is advised to allow the use of the shared space around the north-east quadrant of the stadium site as a supervised informal play

**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 13 FEBRUARY 2012**

	<p>area for students of Northumberland Park School during non-match days.</p> <p>E: The applicant is advised to ensure, through conditions on letting agreements or other appropriate means, that the operator of any future educational facility occupying the site jointly agree a plan with Northumberland Park School for the management and control of pupils accessing, leaving and being within the immediate vicinity of these facilities. Routes to and from these facilities must be designed to minimise any adverse interaction between students.</p> <p>F: The Highways Authority is advised to take into consideration pedestrian safety and routing management for those attending Northumberland Park School during the planning and undertaking of highway works.</p> <p>G: The applicant is advised to consider diverting surface water into the Moselle culvert in order to improve its water quality.</p>
<b>PC118.</b>	<b>NEW ITEMS OF URGENT BUSINESS</b>  There were no new items of urgent business.
<b>PC119.</b>	<b>DATE OF NEXT MEETING</b>  Monday, 20 February 2012, 7pm.  The meeting closed at 22:30hrs.

COUNCILLOR ALI DEMIRCI

Chair