

**MINUTES OF THE PLANNING COMMITTEE  
THURSDAY, 17 MAY 2007**

Councillors: \*Peacock (Chair), Bevan (Deputy-Chair), \*Adje, Beacham, \*Demirci, \*Dodds, \*Hare, \*Patel and \*Weber

Also Present: Councillors Amin, Hoban, Lister, Meehan, Newton and Reith

\* Members present

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>	<b>ACTION BY</b>
<b>PASC233.</b>	<b>APOLOGIES</b>  Apologies for absence were received from Cllr Bevan for whom Cllr Lister was substituting and for Cllr Beacham for whom Cllr Newton was substituting.	
<b>PASC234.</b>	<b>URGENT BUSINESS</b>  None received.	
<b>PASC235.</b>	<b>DECLARATIONS OF INTEREST</b>  There were no declarations of interest received.	
<b>PASC236.</b>	<b>DEPUTATIONS/PETITIONS</b>  None requested.	
<b>PASC237.</b>	<b>PLANNING APPLICATIONS</b>  <b>RESOLVED</b>  That the decision of the Sub Committee on the planning application and related matters be approved or refused with the following points noted.	
<b>PASC238.</b>	<b>GLS SUPPLIES DEPOT, FERRY LANE, LONDON N17</b>  The Assistant Director, Planning, Environment Policy & Performance presented the report to the Committee. The proposal entailed the demolition of all structures and remediation for the development of a high density mixed use scheme. As part of the consultation several local groups and residents had been consulted on the proposed development including businesses, ward Councillors, nature conservation, children's service and transportation group. Statutory consultation included the Metropolitan Police, English Nature, London Underground Ltd, Thames Water, Lee Valley Park, English Heritage, British Waterways, Network Rail, Environment Agency, Commission for Architecture of the Built Environment (CABE), GLA, LB's of Enfield and Waltham Forest and the PCT.	

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Statutory responses had been received from the majority of those consulted. CABE responded to the consultation and their response was referred to in the design section of the report. The Committee was asked to note a number of responses received from consultees after the report was written which were provided as a tabled document. The comments of the Environment Agency were also not available at the time the report was written however, a response was tabled and detailed no objections but recommended a number of conditions.

Cllr Meehan entered the meeting 7:28pm.

The Assistant Director further explained the relevant policy frameworks against which the scheme was assessed included the site being within the London, Stansted, Cambridge Peterborough growth corridor, The London Plan, Haringey UDP and the Tottenham Hale Urban Centre Masterplan – Supplementary Planning Document. The assessment included the approach to mixed use, overarching considerations (design, environmental impact and transport), detailed considerations (housing, retail, social and community uses) and managing the impact and ensuring integration with the wider master plan.

Cllr Patel left the meeting 7:35pm.

The Committee questioned officers on the number of student flats to be provided and what would happen in the future if the flats were not in use or demand. Members were advised that if in future there was a lack of demand then an application could be brought back to the Committee to change the use of the flats. Members further went onto question officers on the arrangements for allocating car parking spaces, post delivery boxes, balconies, and whether the Hotel had conference facilities. The Committee was informed that this was an outline scheme and the issues raised would be dealt with at the detail stage. Individual building designs would be brought back to the Committee for their consideration.

Objectors addressed the Committee and raised several concerns regarding:

1. Traffic congestion and queuing cars.
2. Construction traffic using Millmead Road would be high.
3. CO<sup>2</sup> emissions would far out weight the 20% reduction highlighted in the report.
4. Height of the building had been reduced from 12 storeys to 8 and further reduction was requested.
5. The provision of 850 car parking spaces was too high and would lead to an extension of the CPZ.
6. The Hotel was not needed in the area and was not the right location.

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7. The impact of the population density was not clear in the report.
8. Housing of students and how this would be enforced.

The Committee also heard from a representative from the Lee Valley Regional Park (LVRP), who objected to the proposed development for the following reasons: That the LVRP had not been consulted on the amended scheme; That Millmead Road should be realigned to improve access to the park; That a requirement should be imposed on the applicant to build a bridge across Millmead Road. The mixed use development envisaged at Hale Wharf required the erection of a bridge over the navigation from the Wharf to the Park. The Committee was asked by the Lee Valley Park representative to defer the decision in order to allow negotiations.

Cllr Reith addressed the Committee and advised that she shared concerns raised around traffic congestion. She questioned the need for 40 car parking spaces allocated to the primary school. However, Cllr Reith recognised the development would bring enormous benefits to the area. Concern was also raised regarding the link between Ferry Lane Estate and the GLS site. There should be safe junction with access for pedestrians and vehicles through the use of an underpass from Jarrow Road.

Cllr Hoban also addressed the Committee and stated this development was an excellent opportunity to see a good quality development bring value to the community. He was concerned that procedures and safeguards were in place to deliver the scheme as it was proposed that the scheme would create 650 permanent jobs.

The applicant's representative advised the Committee that Hale Village when completed would be inhabited by over 3,000 people living and working. The proposed parking arrangements were 32% below the Council's maximum standard. The development would have significant underground parking and be managed. The Committee was informed that the majority of vehicles who use the Tottenham Hale gyratory travelled through it. The development of the scheme as a whole would have little impact on the wider area. The Committee were advised that the applicant was totally committed to a green travel plan and that the Lea Valley Estates were making a contribution to sustainable transport measures.

The Committee was further advised that the economic impact would be a spending power of £40 million which would regenerate the area. The intention was for local people to be tenants of the local shops. The applicant's representatives advised the Committee that the applicant had worked with the GLA, Haringey design unit and a new architect to be inclusive and provide a design that all could be proud of.

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The Committee questioned the applicant's representatives on several issues concerning the scheme: car parking, the employment of local labour to implement the scheme, green frontages, the relationship between Ferry Lane Estate and Hale Village in terms of roads, pavements, building frontages, height of the buildings and the need for 700 rooms for students. The Committee was reassured there was a demand for student accommodation. Overall the scheme would regenerate Tottenham High Road and students would be expected to use the new Bernie Grant Centre when completed.

The Committee recommended the following additional conditions be imposed and an additional informative:

1. Details of a scheme to ensure highway safety on Jarrow Road.
2. Pedestrian access from Jarrow Road under Ferry Lane to the proposed development to be reconsidered after the first phase of construction.
3. Agreed on a minimum 20% reduction of carbon dioxide emissions.
4. That details of the provision of a Green roofs and satisfactory balcony space be included in the design code.
5. The link to the continuous green chain to be maintained.
6. That the tabled conditions 1- 13 from the Environment Agency be included together with the informative and Condition 14 from Transport for London should also be included to ensure the land for four tracking of the Lea Valley Line in order to deliver a new Station Interchange at Tottenham Hale.
7. Addition to S106 Heads of Terms. To authorise officers to enter into a protocol with TFL concerning the spend of £1m for wider transport infrastructure.
8. In the Council's report the following amendments were made:  
Condition 29 to be replaced by condition 1 in the tabled conditions from the Environment Agency.  
Condition 42 (e) to be changed to read "Standards should achieve a rating of excellent unless not feasible in relation to design concerns.

Informative:

That the Cycling organisation should be consulted in relation to the detail of cycling provision at the detailed pursuant stage.

The Chair moved a motion to grant to application. On a vote the Committee agreed unanimously to grant the application subject to conditions, the above additional conditions and subject to:

- 1) Direction by GOL (Town and Country Planning (Shopping Development) (England and Wales) (No.2) Direction 1993

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	2) Greater London Authority (GLA) 3) Section 106/278 Legal Agreements.	
<b>PASC239.</b>	<b>DATE OF NEXT MEETING</b>  Provisional dates for the next municipal year 2007-08 pending approval at the Council AGM on 21 May 2007:  Monday 11 June 2007 Monday 9 July 2007 Monday 3 September 2007 Monday 1 October 2007 Monday 5 November 2007 Tuesday 4 December 2007 Monday 7 January 2008 Monday 11 February 2008 Monday 3 March 2008 Tuesday 1 April 2008 Tuesday 6 May 2008  The meeting ended at 10:00pm.	

COUNCILLOR SHEILA PEACOCK  
Chair