

MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 27TH JUNE, 2016, 7pm

PRESENT:

**Councillors: Natan Doron (Chair), Vincent Carroll (Vice-Chair),
Dhiren Basu, David Beacham, Clive Carter, Toni Mallett, Peter Mitchell and
James Patterson**

29. FILMING AT MEETINGS

RESOLVED

- That the Chair's announcement regarding the filming of the meeting for live or subsequent broadcast be noted.

30. APOLOGIES

Apologies for absence were received from Cllrs J. Mann and Waters. Apologies for lateness were submitted by Cllr Bevan.

31. DECLARATIONS OF INTEREST

Cllr Beacham declared a prejudicial interest as a member of the Homes for Haringey Board and therefore identified that he would absent himself from the Committee for the determination of item 7, Broadwater Lodge N17 6NN.

Cllr Mallett identified that she had expressed a prior opinion regarding item 7, Broadwater Lodge N17 6NN and had decided therefore to absent herself from the Committee for the determination of that application.

32. 168 PARK VIEW ROAD, LONDON N17 9BL

The Committee considered a report on an application to grant planning permission for the demolition of existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to conditions and subject to a s106 Legal Agreement.

The planning officer gave a short presentation highlighting the key aspects of the report.

The Committee raised the following points in discussion of the application:

- Assurances were sought over the close proximity of the site to the adjacent railway line and how any associated noise and vibration issues would be managed. Officers advised that Network Rail had been consulted and had raised no objections to the application. The applicant confirmed that the scheme complied with Network Rail's guidelines in terms of the distance of the building from the

track and overhead cables. Design measures to reduce any noise impact would include attenuated windows and careful layout plans such as facing units away from the railway line. Any vibration issues would be mitigated through the structural design of the foundations.

- An explanation was sought as to why the scheme exceeded London Plan density guidelines. Officers identified that the current Public Transport Accessibility Level (PTAL) score did not take into account the shorter public right of way access route via Ashley Road. Security improvements to this route under the scheme would increase the PTAL rating to 4 rendering it able to support a slightly higher density scheme.
- Clarification was sought on the final CIL contribution, with a variation in figures provided within the officer report. Officers advised that the calculation set out in section 7 of the report was the correct amount.
- The Committee questioned whether improvements would be made to the subway underpass which had limited headroom and suffered from poor drainage. The transport officer advised that structural changes to the underpass would constitute a significant and challenging engineering project and as such very expensive. Under this application, improvements would be made to both approaches to the underpass and to its drainage. Further improvements were planned to the footpath and underpass within the wider Tottenham regeneration masterplan and which would be coming forward in due time.
- Clarification was sought on allocation of the 5 parking spaces planned onsite. The applicant advised that priority would be given to the wheelchair accessible units followed by the larger family units.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2015/3398 be approved subject to conditions and subject to a s106 Legal Agreement.

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Reason: In order to avoid doubt and in the interests of good planning.

3. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 month (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians on Lordship Lane and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. It is also requested that

construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

4. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

" a risk assessment to be undertaken,

" refinement of the Conceptual Model, and

" the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

5. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

7. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

8. No impact piling shall take place until a piling method statement (detailing the depth and 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. 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 sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9. An approved renewable energy statement shall be submitted prior to commencement of works above ground and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority. The energy statement must demonstrate how the development will be designed to allow for connection to a District Energy network should it come forward in the future.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

11. No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Details of an emergency plan should the pumps fail.

(b) Management and maintenance plan for the lifetime of the development, management by Residents

Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed

13. Completion and Maintenance of Sustainable Drainage - Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

14. No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

15. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other

storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

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

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

17. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of

the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £22,820 (652 sqm x £35) and the Haringey CIL charge will be £107,580 (652 sqm x £165). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

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

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVES:

Network

Rail

Future maintenance

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will

have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted: Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja Plicatata "Zebrina"

Not Permitted: Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at

33. BROADWATER LODGE HIGHAM ROAD N17 6NN

[Cllrs Beacham and Mallett stood down from the Committee for the determination of this item].

The Committee considered a report on the application to grant planning permission for the change of use from Residential Institution (C2) to a Hostel (C1) comprising temporary accommodation for homeless households (50 rooms) for a temporary period of five years. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report.

The Committee raised the following points in discussion of the application:

- Clarification was sought on whether improvements were planned to the run down appearance of the gates and railings to the perimeter of the site. A representative for the applicant advised that as the change of use for the site was only sought for a temporary 5 year period, the funding envelope for the project was fairly restricted. Depending on costs, potential improvements to the boundary treatment could be considered under the construction contract.
- In response to a question, it was confirmed that the building was a former residential care home that had been deemed surplus to requirements and as such vacant since 2013.

- Further details were sought on the proposed future occupants of the hostel. Officers advised that the hostel would provide temporary accommodation primarily to homeless Haringey families.

The Committee proposed that an informative be added to encourage the applicant to explore, funding permitting, improvements to the exterior of the site including boundary treatment.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/1521 be approved subject to conditions.
1. This permission shall be for a limited period expiring 5 years from the date of this decision when the site should be reinstated to the previous residential care centre use.
Reason: In order to avoid doubt and in the interests of good planning.
 2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:
FCG-BP-XX-DR-B-1002-S4-PL1, FCG-MB-00-DR-B-2001-S4-PL1, FCG-MB-01-DR-B-2002-S4-PL1, FCG-MB-02-DR-B-2003-S4-PL1, FCG-MB-LG-DR-B-2000-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL2, and Planning Statement for Broadwater Lodge received 04/05/16 and FCG-MB-00-DR-B-2006-S2-PL2, FCG-MB-01-DR-B-2007-S2-PL2, and FCG-MB-LG-DR-B-2005-S2-PL2 received 13/06/16
Reason: To avoid doubt and in the interests of good planning.
 3. The development shall not be occupied until a minimum of 2 long term secure and sheltered cycle parking spaces and 1 short term cycle space for users of the development, have been installed. Such spaces shall be retained thereafter for this use only.
Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.
 4. The development shall not be occupied until 1 accessible parking space has been provided close to the main entrance of the proposed development for people with disabilities.
Reason: In order to ensure that people with disabilities are not excluded from using the proposed development, pursuant to Policy 6.13 of the London Plan 2015.

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE:

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

34. PRE-APPLICATION BRIEFING

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

Notwithstanding that this was a formal meeting of the Sub-Committee, no decisions were taken on these items, and any subsequent applications would be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

35. ASHLEY ROAD SOUTH TOTTENHAM HALE

[Cllrs Beacham and Mallett rejoined the Committee for the remainder of the meeting].

The Chair agreed to vary the order of the pre-application briefings in light of the geographical proximity of the Ashley Road and Station Square schemes.

The planning officer and representatives for the applicant gave short presentations on early plans for the scheme. Officers advised that the application was on an accelerated programme to avoid the uncertainty around 'Starter Homes' which might come into force in September. Initial proposals had been considered by the Quality Review Panel (QRP).

The Committee sought an early steer from the applicant on the likely level of affordable housing contribution to be put forward for the scheme. In response, it was advised that at this early stage an approximate 30% affordable housing units contribution had been estimated across the whole masterplanning area which incorporated parcels of land in different landownership.

RESOLVED

- That the briefing be noted.

36. STATION SQUARE WEST, STATION ROAD, TOTTENHAM HALE N17 9JZ

The planning officer and representatives for the applicant gave short presentations on early plans for the scheme. Officers advised that the application was on an accelerated programme to avoid the uncertainty around 'Starter Homes' which might come into force in September. Initial proposals had been considered by the QRP but feedback was yet to be provided.

The Committee sought clarification on early proposals for the scheme to be 100% Shared Ownership. Representatives for the applicant advised that this position was currently under review as the applicant was working on a portfolio based approach to

affordable housing across all of the applicant's schemes in the area. The aspiration remained however for provision of a high proportional of shared ownership onsite.

In response to a question, the applicant advised that the scheme was proposed to be car free.

RESOLVED

- That the briefing be noted.

37. LAND NORTH OF MONUMENT WAY AND SOUTH OF FAIRBANKS ROAD, N17

The planning officer and representatives for the applicant gave short presentations on early plans for the scheme.

The Committee sought clarification on the width of the proposed green space which would separate the site from Monument Way. The applicant advised that the site was constrained in terms of space through the need to incorporate provision for parking, private gardens etc but that the green space between the pavement on Monument Way and Fairbanks Road would be approximately 3.5m.

RESOLVED

- That the briefing be noted.

38. COPPETTS WOOD HOSPITAL COPPETTS ROAD N10 1JN

The planning officer and representatives for the applicant gave short presentations on early plans for the scheme. Initial plans had been before the QRP to broad support.

The Committee sought clarification on the factors that would determine which of the two options for the site the applicant would bring forward. Representatives for the applicant advised that currently option 1 for the demolition of all buildings on site and total redevelopment was the preferred option.

RESOLVED

- That the briefing be noted.

39. MONO HOUSE, 50-56 LAWRENCE ROAD, N15

The planning officer and representatives for the applicant gave short presentations on early plans for the scheme.

The Committee sought clarification from the applicant on the intended use for the commercial space to be provided onsite and whether demand existed for such units in the area. The applicant advised that initial proposals would result in a reduction in commercial floorspace to the current. The units would be B1 office use, proposed to be offered to SME start ups at affordable rent.

Further details were sought on how the commercial units would be serviced and accessed. The applicant advised that primary access to the commercial units would

be directly onto Lawrence Road, with secondary access also available to the rear. A low level of servicing was however anticipated for the units under office use. Vehicular access would be from the south and via the undercroft.

RESOLVED

- That the briefing be noted.

40. DATE OF NEXT MEETING

11 July.

CHAIR: Councillor Natan Doron

Signed by Chair

Date