

MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 12TH SEPTEMBER, 2016, 7pm.

PRESENT:

Councillors: Natan Doron (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, John Bevan, Clive Carter, Toni Mallett, Jennifer Mann, Peter Mitchell, James Patterson and Ann Waters

20. FILMING AT MEETINGS

RESOLVED

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

21. DECLARATIONS OF INTEREST

Cllr Mallett identified that she would stand down from the Committee for the pre-application briefing on the Keston Centre in order to make a representation as a ward councillor.

22. 500 WHITE HART LANE, LONDON N17 7NA

The Committee considered a report on an application to grant planning permission for an outline application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. 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 a s106 Legal Agreement and subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report. The attention of the Committee was drawn to a tabled addendum setting out an amendment to the s106 Agreement heads of terms, proposed conditions and to recommendation 2.

A number of objectors addressed the Committee and raised the following points regarding the application and in response to questions of clarification subsequently asked by the Committee:

- The application would set a dangerous precedent for future developments in north Haringey for both high density schemes in suburban locations and the loss of protected employment land. The likelihood of a domino affect was of concern where landowners would elect to run down Locally Significant Industrial Sites

(LSIS) in order to justify conversion to more financially valuable and in demand residential land.

- The area surrounding the site had been mis-characterised as an urban area but in reality was suburban in nature, with two storey housing predominating and as such was unsuitable for such a tall, overbearing scheme.
- The site had poor transport links being served only by one overcrowded bus route, the W3 and not in close proximity to any stations.
- The area already suffered from poor access to amenities and public services including oversubscribed schools and a lack of GP surgeries within walking distance.
- Proposals for onsite parking provision were insufficient.
- The scheme would have a significant visual impact in being double the height of neighbouring properties to the north of the site including Devonshire Hill Lane due to the sloping of the site. The applicant's artistic representations of the scheme were misleading in not reflecting the absolute height of the building envelope being sought.
- Siting the scheme in a suburban area was contrary to planning policy and the London Plan and as such should be refused on the grounds of illegality. Such a scheme would more appropriately be located in a town centre location or close to the new Spurs stadium as part of the regeneration approach.
- The conversion of the designated industrial and employment land on site for residential development should not be permitted and the Council had given conflicting advice on the planning policy position for the site relating to retaining the land for employment use.

The Committee raised the following questions in response to the objector's representations:

- In response to a question regarding the accuracy of visual representations of the building height, officers confirmed that the application had been assessed against the absolute building height figures set out within the parameter plans submitted by the applicant. It was also advised that ground levels had been taken into account when assessing the application and that buildings on site would not exceed a height of 25m.
- Further explanation was sought on the acceptance of the position of there being no reasonable prospect of the site being utilised for employment use in the future as set out in the NPPF. Officers responded that the application was for a mixed use scheme incorporating 500sqm of employment floorspace. The scheme aimed to strike a balanced position, with the benefits including the provision of new housing and some employment floorspace considered to outweigh the net loss of employment floorspace.
- Concerns were expressed over the impact of the loss of employment land on delivery of the Council's targets for new jobs creation and the apparently competing interests of the delivery of new housing and new jobs. Officers advised that the re-provisioned employment floorspace under the scheme was projected to support 24 jobs compared to the 10 currently onsite. It also reflected a general direction of travel in demand shifting away from traditional heavy industry land use on commercial land towards more tertiary industries. An additional driver for the scheme was the role it would play in unlocking the High Road West regeneration scheme with the associated delivery of new housing and jobs.

- Further information was sought on concerns raised by objectors regarding GP and school place provision in the area. Officers advised that the scheme would not generate sufficient need for an additional GP surgery or school class. A strategic approach would be taken to assessing education and health service provision across the borough to support regeneration and projected growth forecasts and how best to focus CIL, NHS and Department for Education funding to meet demand.
- The potential for overlooking to properties on The Green was questioned. It was advised in response that four properties on the Green backed onto the site, none of which contained south facing windows. The main impact would be on the gardens but which would remain within BRE guidelines for daylight and sunlight.
- In response to a question about parking stress from the scheme, officers advised that the site had good public transport connectivity with 6 bus routes operating within walking distance. The results of a recent consultation on parking in the Tottenham area had shown broad support for the introduction of CPZs and the applicant would have to contribute to any future implementation alongside restrictions on permits for future residents of the scheme.
- Further assurances were sought on the accessibility of the site, particularly in light of overcrowding on the W3 bus route during peak times. The Transport officer advised that TfL had assessed this bus route and the applicant would be make a contribution in order to increase the frequency during morning rush hour but that overall there was sufficient capacity.
- An objector was asked to clarify what was meant by illegality. She responded by reading an email from Matthew Paterson (Head of Strategic Planning) dated 11 July and her own statement concerning proposals to change the site allocation. Officers commented that this was not illegal as the Council was duty bound to take into account such policies and it was noted the emerging development management policies were after the examination more flexible regarding the release of employment land.

Cllrs Adje, G Bull and Stennett addressed the Committee as local ward councillors and raised the following issues:

- The scheme was too dense and poorly thought out
- The site had been deliberately run down by the applicant to justify redevelopment to residential
- The reasons for not retaining the site as commercial employment land had not been fully set out including evidence that it could not successfully be used as industrial land in the future. It therefore undermined regeneration approaches and set a precedent for the conversion of Locally Significant Industrial Site (LSIS) to residential use.
- The two GP surgeries in the area were already at full capacity.
- The site was unsuitable for residential development due to the proximity of commercial businesses, a fact which supported its retention as employment land.
- The scheme constituted overdevelopment of the site and would result in the provision of insufficient amenity space.
- The affordable housing contribution was low and didn't reflect the financial benefit to the applicant of the uplift in land values from the conversion of LSIS land to residential.

- The application made no reference to the potential exacerbation of existing traffic and parking problems in the area.
- The site was no longer required for decanting from the Love Lane estate.

Cllr Strickland addressed the Committee in his capacity as Cabinet Member for Housing, Regeneration and Planning and raised the following points:

- It was acknowledged that it was a challenging site to develop due to the land designation and mixed views on the best approach but that a balanced position had been reached.
- The scheme would provide 144 new homes including affordable housing units at social rent levels.
- The site, as well as the surrounding industrial units, supported only low job density commercial operations and was unsuitable for higher job density activities due to the location away from key transport hubs. A commercial operation onsite would likely have a greater impact on surrounding properties.
- The height of the scheme was reasonable and proportionate.
- The applicant would provide a contribution towards additional capacity on the W3 bus route towards Finsbury Park during the morning peak and a significant level of parking would be provided onsite.

Representatives for the applicant addressed the Committee and raised the following points regarding the application:

- The scheme would bring forward the mixed use development of an underutilised site.
- Council policy allowed for the release of protected employment land in certain circumstances where there would be an increase in jobs provided and wider regeneration benefits, in this case unlocking the High Road West regeneration scheme.
- The site had been marketed for lease for various commercial uses but had been unsuccessful. This was inline with GLA research showing a shift in job generation away from manufacturing and traditional industrial jobs.
- Demand was high for both open market and affordable housing units within the borough and the Council had challenging targets to meet on the delivery of new homes.
- The density of the scheme was inline with the London Plan and the height within Council guidelines.
- Consultation had been undertaken with local residents and design changes made in response to comments received including reducing the height by a storey. Further consultation would be undertaken with the local community as part of a future reserved matters application.
- The Quality Review Panel were in support of the scheme.
- The site although suburban in nature had urban characteristics.
- S106 contributions would secure benefits such as affordable housing, environmental improvements, improvements to W3 service etc.
- The scheme would support at conservative estimate an additional 10 new jobs.

The Committee raised the following points in discussion of the representations received:

- Clarification was sought on concerns over the setting of a precedent for the conversion of employment land to residential. In response, officers outlined that at a general level, planning applications could only be determined on their individual merits. In terms of this application, the change was supported based on its specific circumstances, it being located on the edge of the employment area and having no substantial viable commercial operation currently onsite. The legal officer confirmed that in certain instances the courts had held precedent can be a material planning consideration when there was an evidential basis except in exceptional cases where the facts spoke for themselves e.g. row of terrace houses where one has a rear development.
- Further details were sought on the position related to decanting and the degree this could be considered as a material planning consideration. In response, it was outlined that current Council policy set out that wider regeneration benefits could be considered as one of the reasons for the release of employment land, in this instance provision of potential decant units for the Love Lane estate. This scheme would provide the opportunity for these residents to move locally to Council owned units to speed up the redevelopment of the estate and free up the housing register.
- Further clarification was sought on the reasons that the site could not successfully be used for employment in the future. Officers outlined that the mixed use scheme would provide both new homes whilst supporting a higher job density than currently in place. Due to the location, the site could not support high density employment.
- In response to a question, confirmation was provided of an error within the developer's brochure referring to 17 units being at affordable rent instead of social rent which was necessary in order to facilitate the decanting of Council tenants.
- In terms of car trip generation surveys undertaken, clarification was sought on why comparisons had been made against a previous consented scheme and not the current operations on site. Officers advised that this was a standard approach for traffic forecasting and that a car capped residential scheme onsite would have lower traffic generation than a commercial operation.
- Haringey's employment plan set out a target for 12k new jobs and progress to date on delivering this was questioned. Cllr Strickland outlined that new jobs were a priority for the key regeneration areas of Tottenham and Wood Green, with a focus on retaining and maximising employment space in well connected sites located near to stations and in town centre locations.
- Concerns were raised over the small contribution proposed for improvements to the pedestrian pathway adjacent to the site. Officers advised that the £15k contribution would fund lighting enhancements but that further improvements to the public realm in the area including new pedestrian crossing, relocating bus stop and improvements to the structure of the public right of way etc would require a s278 agreement.
- Further concerns were raised that the scheme was contrary to the protections in place under DM38 and 40 for the retention of the site as employment land. Officers advised that these documents were being updated under the emerging draft Local Plan documents to provide greater flexibilities and alignment with the Core Strategy. Irrespectively, the scheme was compliant with overriding provisions within SP8 and EMP4 as set out within the officer report.
- Clarification was sought on the level of jobs that could be provided on the site should it be redeveloped from its rundown state for employment use. Officers reiterated that the Committee could only consider the application before it and not

alternative proposals for the site. The applicant advised that the projected 24 jobs to be supported onsite under the scheme was a conservative estimate.

- Further clarification was sought from the applicant regarding the density of the scheme related to the London Plan guidelines. The applicant acknowledged that the site was in a suburban location but also had urban characteristics and a PTAL of 3 and as such sat between suburban and urban parameters on the London Plan. The nature and constraints of the site had been key drivers for the scheme as opposed to density and height parameters.

Cllr Bevan put forward a motion, seconded by Cllr Carter, to reject the application on the grounds of Supplementary Planning Documents, layout and density, the provision of affordable housing, lost economy and employment generation and the cumulative impact.

In response to this motion, the Assistant Director Planning advised the Committee against moving refusal on the grounds of affordable housing as the applicant had provided evidence that the maximum reasonable level would be provided and also density which would be hard to defend at appeal. Objections around layout would also need further expansion as to whether this related to the layout of the blocks or the residential units in line with it being an outline application. It was suggested that the loss of LSIS and the scale of the scheme to the north-eastern corner of the site would be more robust grounds for refusal. In response to this, Cllr Bevan agreed to amend the wording of his motion to remove the reference to layout but otherwise the motion remained unchanged. The revised motion fell at a vote.

The Chair moved the substantive recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/0828 be approved subject to conditions and subject to a s106 Legal Agreement and that the Head of Development Management be delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor of London and the signing of a section 106 Legal Agreement. The section 106 Legal Agreement referred to in resolution above is to be completed no later than 12 December 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow. Following completion of the agreement within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed on application ref: HGY/2016/0828. Delegated authority is granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

1. All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made

to the Local Planning Authority no later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

a) The expiration of three years from the date of this permission.

or

b) The expiration of two years from the final date of approval of any of the reserved matters.

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.

2. This permission is granted in OUTLINE, in accordance with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

i) (a) appearance; (b) landscaping; (c) layout; (d) scale;

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents indicating details of

B1) the materials to be used on all external surfaces

B2) details of boundary walls, fencing and other means of enclosure

B3) the provision for parking, loading and turning of vehicles within the site

shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. The OUTLINE development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

15/0809/SK08 Rev A - Proposed Site Access Junction Arrangement with Visibility Splays

90 – 101 Rev PL-1 - Site Location Plan

90 – 102 Rev PL-1 - Site Demolition and Existing Levels Plan

90 – 103 Rev PL-2 - Building Plot Plan

90 – 104 Rev PL-1 - Public Realm Plan

90 – 105 Rev PL-2 - Building Use Plan

90 – 106 Rev PL-1 - Site Access Plan

Development Specification and Framework – June 2016
Design Codes – June 2016

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the Development keeps within the parameters assessed pursuant to the Environmental Impact Assessment for the Development.

4. The number of dwellings to be developed on the application site shall not exceed 144. A minimum of 500 sqm of employment floorspace and a minimum of 300 sqm of retail floorspace shall be provided.

Reason: To ensure the Development is carried out in accordance with the plans and other submitted details and to ensure the Development keeps within the parameters assessed.

5. The development shall not be occupied until details of car parking and/or loading and unloading facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter retained. The car parking and/or loading and unloading facilities shall not be used for any other purpose.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

7. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2 and the London Plan Policy 3.8.

8. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a Construction Environmental Management Plan (incorporating a Site Waste Management

Plan and Construction Logistics Plan) has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to preserve the amenities of the area generally, in accordance with London Plan Policy 7.6, Local Plan Policies SP1 SP4 and SP7, and Saved UDP Policy UD3.

9. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a detailed surface water drainage scheme for the site, has been submitted to, and approved in writing, by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA and should evidence how the development will achieve green-field run-off rates or explain why it cannot achieve these levels. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5.

10. No development (save for demolition above ground level) shall take place until such time as:
- a) A desktop study has been carried out, details of which shall include the identification of previous uses, potential contaminants that might be expected given those uses, and other relevant information. A diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to, and approved in writing, by the Local Planning Authority. Only if the desktop study and Conceptual Model indicate no risk of harm may the development commence, upon the receipt of written approval from 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. 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.

- b) If the risk assessment and refined Conceptual Model indicate any risk or 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.

Reasons: 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.

11. No development shall take place (including demolition) until an impact study of the existing water supply infrastructure has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The study should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Should additional capacity be required, the impact study should include ways in which this capacity will be accommodated. The development within each phase will then be implemented in accordance with the recommendations of this impact study and retained in perpetuity thereafter.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the addition demand created by the development.

12. No impact piling within each phase shall take place on site until a piling method statement (detailing 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 and water 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 within each phase 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 and water infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

13. Prior to the submission of the Reserved Matters application, details of the proposed detailed energy strategy should be submitted to and approved in

writing by the Local Planning Authority. This strategy should comply with the London Plan energy hierarchy and the London Plan carbon reduction target.

Reason: to ensure compliance with London Plan policy 5.2.

14. Prior to the submission of the Reserved Matters applications, details shall be submitted to, and approved by the Local Planning Authority in writing, that both domestic and non-domestic buildings within the Development are designed to reduce potential overheating and reliance on air conditioning systems and demonstrate general accordance with the cooling hierarchy as outline in London Plan Policy 5.9 and that all domestic dwellings are designed without the need for active cooling. The development shall be implemented in accordance with these details and retained in perpetuity thereafter.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3, 5.15, and 5.9 of the London Plan and Policies SP0 and SP4 the Haringey Local Plan.

15. The hereby approved retail and office (A1 & B1a Use Class) floorspace shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating Very Good has been achieved for the hereby approved retail and office floorspace,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

16. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% under Part L of the Building Regulations 2013 standard.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

18. At detailed submission stage details of how the applicant will reduce the development's effect on the biodiversity and increase access to the local environment must be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP05 and SP13.

19. 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.

Informatives

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

INFORMATIVE: Community Infrastructure Levy. The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the parameter plans, the Mayor's CIL charge will be £494,655 (14,133 sqm of residential floor space and office/ retail floor space floorspace x £35) and the Haringey CIL charge will be £207,000 (13,800 sqm of residential floorspace x £15). This will be collected by Haringey after the scheme is 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: Details of Highway Agreement - Section 278. The applicant is advised that an agreement under Section 278 of the Highways Acts 1980 is required.

INFORMATIVE: All works on or associated with the public highway be carried out by Council's Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: Prior to commencing any work on the highway official notification under The New Roads & Street Works Act shall be given to the Council. Notifications are to be sent to The Highways and Street Numbering (tel. 020 8489 1000).

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 applicant is advised that 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.

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement and other water supply and drainage issues required by condition.

23. RAILWAY APPROACH HAMPDEN ROAD N8 0HG

The Committee considered a report on the application to grant planning permission for the demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 294 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development. 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 a s106 Legal Agreement and subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report. The attention of the Committee was drawn to a tabled addendum setting out the proposed conversion of a number of conditions to informatives.

A number of objectors addressed the Committee and raised the following points:

- The scheme was welcomed in terms of the provision of new housing, in particular affordable units.
- The primary objections were to the 14 storey height proposed which would be out of proportion and dominating in terms of size and scale over the predominantly 2 and 3 storey housing in the vicinity. The design ignored local character and would be a blot on the landscape.
- Traffic levels would increase on Hampden Road as the main entranceway to the site. There were also safety issues as the junction was already challenging for HGV vehicles to negotiate due to the location of the mosque on the corner.
- There was already considerable pressure in the area on public services such as school places and which would be exacerbated by the cumulative demand associated with scheme plus other development schemes recently approved in the immediate area.
- It was questioned why a retrograde approach seemed to be taken towards the acceptability of high tower block developments and which prioritised the developer's profits at the expense of local residents.
- The level of local opposition to the scheme was considerable.
- There was no justification within Council policy for such a tall tower in the location as it was not one of the four sites identified as suitable for such buildings within the

site allocations SPD. Additionally, the design was not of the exceptional design quality demanded for such tall buildings.

- The proximity of Hornsey station and Haringey Heartlands should not be used as a justification for a building of 14 storeys. Tall buildings permitted in Heartlands would be up a maximum 10 storeys high.
- The position taken that the scheme would enhance views to and from heritage assets such as Alexandra Palace was refuted.
- 80% of the site was in the path of the Locally Significant View from the top of Cranley Gardens, a fact which had not been referenced by the applicant.
- The scheme included no social housing provision and little public space.
- The scheme would set a dangerous precedent for future planning decisions.

Cllrs Brabazon and Ibrahim addressed the Committee as local ward councillors and raised the following issues:

- The site was not identified as a location for tall buildings inline with DM6 and as such would set a dangerous precedent.
- The proportion of affordable housing should be set at 40% to justify the 14 storeys sought. None of the units in the scheme would be affordable for families in housing need in the borough and it was questioned whether the Council would have nomination rights for the affordable units from the housing register.
- The Council's housing service had identified that the scheme was not policy compliant in terms of tenure mix and dwelling mix.
- The 37.6% affordable housing units masked the high number of one bed units set at 80/85% affordable rent. It also included only 17 three bedroom family units, with only 10 of these set at affordable rent, rendering only 5% units genuinely affordable for local people at 50% market rent. There were concerns even the affordable rent units would be unaffordable for local people.

Cllr Strickland addressed the Committee in his capacity as Cabinet Member for Housing, Regeneration and Planning and raised the following points:

- Significant engagement had been undertaken with local residents including the mosque and ward councillors
- The onsite affordable housing provision at nearly 40% was at a high level rarely achieved for a private development on private land.
- The Council's draft Housing Strategy set out maximum affordable rent levels according to bedroom size, and with which the scheme broadly complied. There would be nomination rights from the housing register as was standard.
- The developer had provided an increase in employment space onsite at the request of the Council.
- The height was appropriate due to proximity to the station and the impact softened by using a stepped down design to make it suitable and appropriate for the area.

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

- Concern was expressed that the affordable units would not be pepperpotted across the scheme. In response, the applicant advised that the separation of affordable and open market units was the preferred management system for housing associations.
- In response to a request, officers agreed to add a condition restricting the erection of satellite dishes.

- Arrangements for the allocation of parking spaces onsite was questioned. Officers advised that this would be set out in the Parking Management Plan on a needs basis, with priority given for the disabled access and family sized units.
- Clarification was sought on the proposed housing mix being non policy compliant. Officers responded that the proposed mix was compliant with the emerging draft Housing Strategy and London Plan and aimed to maximise the number of three bed affordable units.
- Concerns were raised over the visual impact of the scheme on listed buildings in the area and whether there was any potential to reduce the number of storeys as a result. Officers emphasised that the Committee had to determine the application before them and as such there was no scope to reduce the number of storeys. The Conservation Officer advised that only one element of the scheme was 14 storeys in height. This would have a visual impact on the setting of heritage assets in the surrounding area including Hornsey High Street but due to the overall separation distances and landscaping plans, the visual impact would be limited. The statutory assessment of harm was thereby considered to be less than substantial and was exceeded by the benefits of the scheme. Efforts had been made to articulate the height of the scheme and the additional mass. The increase in height of the tallest element from 12 to 14 storeys had been a proposal from the QRP to improve the design.

Representatives for the applicant addressed the Committee and raised the following points:

- The scheme would provide much needed high quality new homes including affordable units, over 290sqm of high quality employment space and an active frontage.
- The impact of the height was minimised as far as possible through a slender tower and stepped design approach, increasing in height from the suburban side on Wightman Road to the highest element adjacent to the station.
- Overlooking to neighbours had been assessed as acceptable due to good design and the separation distances.
- Wide consultation had been undertaken with local residents and officers and changes made as a result of feedback received.
- Contributions would be made to highways improvements including to Wightman Road, travel plan monitoring, access to car clubs etc.
- The site was a sustainable, opportunity location near the station.

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

- Further explanation was sought on the relationship between the height of the scheme and the proximity of the station. Officers advised that the site was separated from the Ladder area surrounded as it was by railway line to two sides and a rail depot. The design stepped down to nearby residential areas with the pinnacle point closest to the station. The scheme was highly accessible and would help to mark the point of the station as a landmark.
- In response to concerns raised by the local ward councillors, clarification was sought on whether affordable housing rent levels and arrangements could be firmed up. The applicant explained that discussions were at early stage with registered housing providers but that it was anticipated that one bed affordable units would be set at 80/85% market rent level, two beds 70% and three beds

50%. It was also emphasised that housing associations would not be willing to take on the management of the affordable units if they were pepperpotted across the site.

- Concerns were raised that the level of parking proposed onsite was inadequate inline with average car ownership in the area and in consideration that excess capacity could not be absorbed in surrounding roads with CPZs in place. The transport officer emphasised the Council's policy position of reducing car ownership and encouraging sustainable transport. The scheme was policy compliant in terms of parking and included provision in excess of the minimum requirement due to the high PTAL of solely disabled parking. It was confirmed that future residents would be unable to obtain CPZ permits.
- In response to concerns raised about the potential for different management standards to be implemented for the affordable and open sale housing units, officers proposed that a condition be added setting out a defined management specification for the whole site.
- The Committee questioned whether future access to the New River could be secured. Officers agreed that this could be added as an informative. The applicant agreed that this would be acceptable although the land was under separate ownership.

The Chair moved the recommendation of the report including additional conditions restricting the erection of satellite dishes and adoption of a defined specification for future management of the site and an informative covering future access to the New River and it was

RESOLVED

- That planning application HGY/2016/1573 be approved subject to a s106 Legal Agreement and subject to conditions.
- That the Head of Development Management be authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms.
- That the section 106 legal agreement referred to above be completed no later than 31/10/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow and that following completion of the agreement(s) referred to above within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of conditions.
- That delegated authority be granted to the Assistant Director/Director or the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

Applicant's drawing No.(s) 6538-D1000, 6538-D1100, 6538-D1101, 6538-D1102, 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208,

6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

- Air Quality Assessment prepared by MLM Environmental dated April 2016
 - Arboricultural Method Statement prepared by Ian Keen Limited
 - Archeological Desk-Based Assessment prepared by CgMs Consulting
 - Geoenvironmental interpretative report prepared by CGL Providing Ground Solutions
 - Cover letter prepared by Fairview New Homes Ltd dated April 2016
 - Crime Impact Statement prepared by Formation Architects dated April 2016
 - Daylight and Sunlight Report prepared by CHP Surveyors Ltd dated April 2016
 - Design and Access Statement prepared by Formation Architects dated April 2016
 - Addendum to the Design and Access Statement dated August 2016
 - Surface Water/SUDs Strategy prepared by Infrastructure Design Limited
 - Ecology Assessment prepared by Ecology Solutions dated April 2016
 - Employment Land report prepared by JLL dated April 2016
 - Energy Statement prepared by Low Energy Consultancy Ltd dated May 2016
 - Foul Sewerage and Utilities Assessment dated April 2016
 - Heritage, Townscape and Visual Impact Appraisal prepared by NLP dated April 2016
 - Noise Impact Assessment prepared by Grant Acoustics dated May 2016
 - Planning Statement prepared by JLL dated April 2016
 - Statement of Community Involvement prepared by Curtain & Co dated April 2016
 - Sustainable Design and Construction Statement prepared by Low Energy C Ltd dated May 2016
 - Transport Assessment prepared by AECOM consultancy dated April 2016
 - Residential Travel Plan prepared by AECOM dated April 2016
 - Arboricultural Report prepared by Ian Keen Ltd
 - Waste Management Statement dated April 2016
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:
6538-D1000, 6538-D1100. 6538-D1101, 6538-D1102 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208, 6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

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

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.

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

4. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers

5. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority prior to the commencement of the development

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

6. No development (excluding demolition) 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:

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, excluding demolition. 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 shall be implemented in accordance with the approved details and 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.

- 6 A post construction certificate confirming that the development undertook a BREEAM UK New Construction 2014, for the office development on this site that will achieve a “very good” outcome (or equivalent) shall be submitted to and approved in writing by the Local Planning Authority at least 6 months of completion on site.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

- 7 The sustainability measures as set out in the set of environmental documents submitted as part of the application must be delivered.

Measures that the Council will expect to see delivered on site, and evidenced through the development process include:

- That the scheme has signed up to the Considerate Constructors Scheme and will demonstrate how best practice standards with a score of above 26 (as per the Sustainability Statement);
- That the development will incorporate bat boxes into the trees and other suitable locations along the river edge (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate bird boxes on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate insect boxes (insect hotels) on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)

- That an area of approx 350 m² of the total roof area is covered with PV panels (as per the Energy Strategy);
- That an area of approx of 700 m² of the roof space will be a living roof spread out over multiple roofs (as per the floor plan maps);

The applicants will provide evidence that the above have been delivered to the local planning authority at least 6 months of completion on site for approval.

In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

9. The Energy measures as set out in Energy Statement, Railway Approach, Hampden Road, Hornsey. By Low Energy Consultancy Ltd, version 3 and dated 25 July 2016 must be delivered.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of a 35.2% carbon reduction beyond building regulations 2013. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

10. Prior to commencement on site details of the living roofs shall submitted to the local authority for approval. This will include the following:
 - A roof(s) plan identifying where the living roofs will be located and total area covered;
 - Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);
 - Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
 - Details on the diversity of substrate types and sizes;
 - Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;

- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. That the living roofs will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.

The living roofs shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

11. A revised air quality assessment (including the air quality neutral assessment) to show that it is capable of meeting this emission level or that it will meet the emission standards set in the London plan Sustainable Design and Construction SPG for Band B as the data again is not provided in units which are directly comparable to the standard shall be submitted, along with the site investigation report, to the Local Planning Authority for approval prior to the commencement of the development.

Reason: To ensure the development meets the emission standards set in the London plan Sustainable Design and Construction SPG for Band B

12. Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards and stack discharge velocity as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA.

Prior to installation details of all the chimney heights calculations, diameters and locations, maintenance schedules and confirmed emissions of selected CHP plant (including abatement equipment if relevant), to meet Band B of the GLA SPG Sustainable Design and Construction and shall be submitted to the Local Planning Authority for approval.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction, protect local air quality and ensure effective dispersal of emissions.

13. Before development commences other than for investigative work:
 - a) Using information obtained from the report CGL report dated May, 2016 (ref CG/18644) additional site investigation, sampling and analysis shall be undertaken.

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.

b) 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.

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

14. 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.

15. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

16. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

17. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been

registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

- 18 No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

19. A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

20. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

21. All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the

Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

22. The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

23. No part of any phase of the development shall begin until details for the disposal of surface water using (Sustainable drainage systems) and sewage has been submitted to and approved in writing by the Local Planning authority. All works that form part of the approved scheme shall be carried out before any part of the development in that phase or sub phase is occupied.

Reason: To prevent the increased risk of flooding and to improve water quality.

24. The drainage system must be maintained by the developer prior to adoption to ensure it functions as designed and in accordance with the approved drainage strategy. The maintenance requirements set out below must be submitted to and approved in writing by the local planning authority.

Reason: To ensure the drainage system functions as designed and approved prior to adoption

25. No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be

- implemented in accordance with the approved detailed design prior to the use of the building commencing.
Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.
26. 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
27. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
Reason: To protect groundwater. No site investigation fully characterises a site.
28. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.
Reason: To protect groundwater
29. No drainage systems for the infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
Reason
To protect groundwater. Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution
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. The development shall be carried out in accordance with the approved details.
Reason; To protect groundwater

31. The Environment Agency recommends the removal of all underground storage tanks (USTs) that are unlikely to be reused. Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination. If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation
Reason; To protect groundwater
32. The proposed development is located within Source Protection Zone 1 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction.
Reason: To ensure that the water resource is not detrimentally affected by the development.
33. Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include - a. the methods to be used b. the depths of the various structures involved c. the density of piling if used d.details of materials to be removed or imported to site. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.
Reason – to better assess the risk to water resources from the construction of the foundations
34. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.
35. No 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.

36. Full details including scaled drawings and the manufacturer's specification for the proposed cycle parking arrangements will need to be provided, to confirm the arrangements proposed will be adequate in terms of spacing, manoeuvring room and the like to access the parking, and to demonstrate that the manufacturer's specifications for installation will be met. These details to be submitted to and approved in writing by the local planning authority prior to occupation.

Reason: To promote travel by sustainable modes of transport to and from the site in particular by bicycles.

37. A Delivery and Servicing Plan to be submitted and approved in writing by the local planning authority prior to occupation of the development which details the numbers of expected movements, the types of vehicles that will visit the site and the arrangements for making deliveries so that there are no adverse impacts on the highway. It should also contain details of the arrangements for refuse and recycling collections.

Reason: To reduce congestion on the highways network

38. A Construction Logistics Plan to be submitted and approved in writing by the local planning authority prior to commencement of development The site is located in a busy area with existing demands on the Highway Network, and the demolition and build out needs to be carefully planned and managed to minimise construction impacts. The CLP needs to detail the following and can be covered by condition;

- Contract Programme/duration
- Numbers and types of construction vehicles attending the site on a daily/weekly basis
- Means of managing/scheduling the construction vehicles attending site to ensure highway impacts are minimised, including avoidance of movements in the AM and PM peak hours
- Details of any temporary Highway measures proposed to facilitate the works
- Arrangements to prevent/minimise travel by car to the site by construction staff and labour.

39. All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any

development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Reason: To safeguard rail infrastructure

40. Where vibro-compaction machinery 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 Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Reason: To safeguard rail infrastructure

41. Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Reason: To safeguard rail infrastructure

42. Consideration should be given to ensure that the construction and 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 therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Reason: To safeguard rail infrastructure

- 43 Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval

Reason: To safeguard rail infrastructure

- 44 Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting

and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Reason: To safeguard rail infrastructure

45. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Reason: To safeguard rail infrastructure

46. Prior to occupation of the development a detailed drawing demonstrating how the playspace design would be laid out shall submitted to the local authority for approval. It should be ensured that the on-site playspace provision includes suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers.

Reason: To ensure an adequate playspace facility

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

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

48. All homes within the Development shall be constructed to 'Lifetime Homes' standards, unless otherwise agreed in writing by the Local Planning Authority. Where compliance cannot be met with regards specifically to units within the hereby approved converted buildings, details as to why and evidence that best endeavours have been undertaken to achieve 'Lifetime Homes' standards shall be submitted to, and approved in writing by the Local Planning Authority, prior to the first occupation of the non-complying unit.

Reason: To ensure the provision of accessible housing in accordance with London Plan Policy 3.8, Saved Policy HSG1 of the UDP.

Informatives:

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 £357,368.62 (8,308 sqm x £35 x 1.166) and the Haringey CIL charge will be £1,444.844.28 (8,308 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 : 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

INFORMATIVE: Former BR Land Smaller Land Issues: It is incumbent upon the applicant to investigate all the covenants and understand any restrictions relating to the site which may take precedence over planning conditions. Please note that the comments contained in this response to the council do not constitute formal agreement of any existing covenants.

INFORMATIVE: Fail Safe Use of Crane and Plant: 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 materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

INFORMATIVE: Security of Mutual Boundary: Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

INFORMATIVE: Fencing: Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

INFORMATIVE: Demolition: Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

INFORMATIVE: Vibro-impact Machinery: Where vibro-compaction machinery 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 Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

INFORMATIVE: 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.

INFORMATIVE: Abnormal Loads: From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges, particularly the Hampden Road bridge over the river). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

INFORMATIVE: Cranes With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

INFORMATIVE: Encroachment: The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

INFORMATIVE: Trees/Shrubs/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. 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:

Acceptable:

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

Not Acceptable:

Acer (*Acer pseudoplatanus*), Aspen – Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra* var, *betulifolia*), Lombardy Poplar (*Populus nigra* var, *italica*), Large-leaved lime (*Tilia platyphyllos*), Common lime (*Tilia x europea*)

A comprehensive list of permitted tree species is available upon request.

INFORMATIVE: Access to Railway: All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, access to the railway bridge and railway access point must be maintained at all times both during and after construction. Network Rail is required to recover all reasonable costs associated with facilitating these works.

24. 11 CONWAY ROAD, SOUTH TOTTENHAM, LONDON, N15 3BB

The Committee considered a report on an application to approve the confirmation of a Tree Preservation Order (TPO) for a tree in the rear garden of No 11 Conway Road. 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 confirm the TPO.

The planning officer gave a short presentation highlighting the key aspects of the report. The report also sought authorisation to delegate all powers regarding TPOs (and the ability to further sub-delegate these powers) going forward to the Director/Assistant Director Planning save for TPOs that had objections to them where authorisation was sought to delegate all powers relating to these (and the ability to further sub-delegate these powers) to the Director/Assistant Director Planning subject to agreement with the Chair or Vice-Chair.

The home owner of 11 Conway Road addressed the Committee to outline her objections to the TPO as follows:

- She had no intention of felling the tree but wanted to retain responsibility for its maintenance, particularly as it was in close proximity to neighbouring properties and had suffered from storm damage in the past.

- Confusion was expressed over why the TPO was necessary and how the site survey had been undertaken with no request received to inspect the tree from the garden of 11 Conway Road.
- The visibility of the tree from the street was limited.
- An insurance company had recommended the felling of the tree in the past as a preventative measure following the completion of a subsidence survey but the owner had decided not to proceed with this action as she wanted to retain the tree as a wildlife habitat.

The Committee sought clarification from officers on where the future maintenance responsibilities for the tree would lie. In response, it was advised that this responsibility would remain with the owner but that any substantial works would require consent to be obtained from the Council due to the TPO status.

An explanation was sought as to why the TPO was considered necessary for this particular tree. Officers advised that a number of similar trees in the vicinity had been felled and so the Council's arboriculturist had surveyed the area and was proposing a TPO as a safeguarding action to protect the tree in perpetuity from felling.

In response to concerns that the householder hadn't been more involved in the decision to impose a TPO, officers advised that the correct process had been followed including allowing the owner to make representations, a right she had exercised. A survey was not required in to make a TPO although the arboriculturist had visited a neighbouring garden to assess the condition of the tree.

The Chair moved the recommendation of the report and it was

RESOLVED

- To approve the confirmation of the TPO and authorise the Assistant Director Planning to take all the necessary steps required in connection with the confirmation of the TPO (and to further sub-delegate this power).
- To authorise the delegation of all powers regarding tree preservation orders (and the ability to further sub-delegate these powers) to the Director/Assistant Director Planning save for tree preservation orders that have objections to them for which all powers relating to these (and the ability to further sub-delegate these powers) are delegated to the Director/Assistant Director Planning subject to agreement with the Chair or Vice-Chair.

25. PRE-APPLICATION BRIEFING

The following item was a pre-application presentation to the Planning Sub-Committee and discussion of proposals related thereto.

Notwithstanding that this was a formal meeting of the Sub-Committee, no decision was taken on this item, and any subsequent application would be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

26. KESTON CENTRE, KESTON ROAD, TOTTENHAM N17 6PW

[Cllr Mallett stood down from the Committee for the duration of this item].

Representatives for the applicant and the planning officer gave a short presentation on early plans for the scheme. The applicant’s representative identified that the scheme would be 80% affordable housing, 100% sale, only to residents of the borough, with at least 20% discount to the open market. Buyers could only sell the flats onto other eligible buyers and the units would remain affordable in perpetuity.

Cllr Mallett addressed the Committee in her capacity as a local ward councillor and made the following comments:

- Early discussions on proposals had been undertaken with local residents. Concerns had been raised over the proposed height and overbearing nature of the building, the potential of the nature of the park to be changed as a result and the adequacy of parking and affordable housing provision.
- The pocket living concept in particular gave rise to concerns over the density of the development and a potential lack of amenity space for residents.
- The proposed land swap was objected to for the impact on an award winning park which was already potentially under threat from Crossrail 2

The Committee raised the following issues:

- Clarification was sought on controls to secure the retention in perpetuity of the affordable housing provision with successive sales. The applicant advised that this would be secured under the s106 Legal Agreement which would set out the method of sale for the duration of the lease including criteria for buyer eligibility.
- Further details were sought of the proposed Metropolitan Open Land land swap. The applicant advised this would constitute exchanging a 15m2 strip of land for a 65m2 replacement area in order to allow access to the site to be widened to the correct standard.
- In response to questions, it was confirmed that the accommodation would comply with London Plan minimum size standards.
- The Committee requested that consultation continue with the nursery and Goan Community Centre in the development of the full application, particularly with regards to parking.

RESOLVED

- That the briefing be noted.

27. DATE OF NEXT MEETING

10 October.

CHAIR: Councillor Natan Doron

Signed by Chair

Date