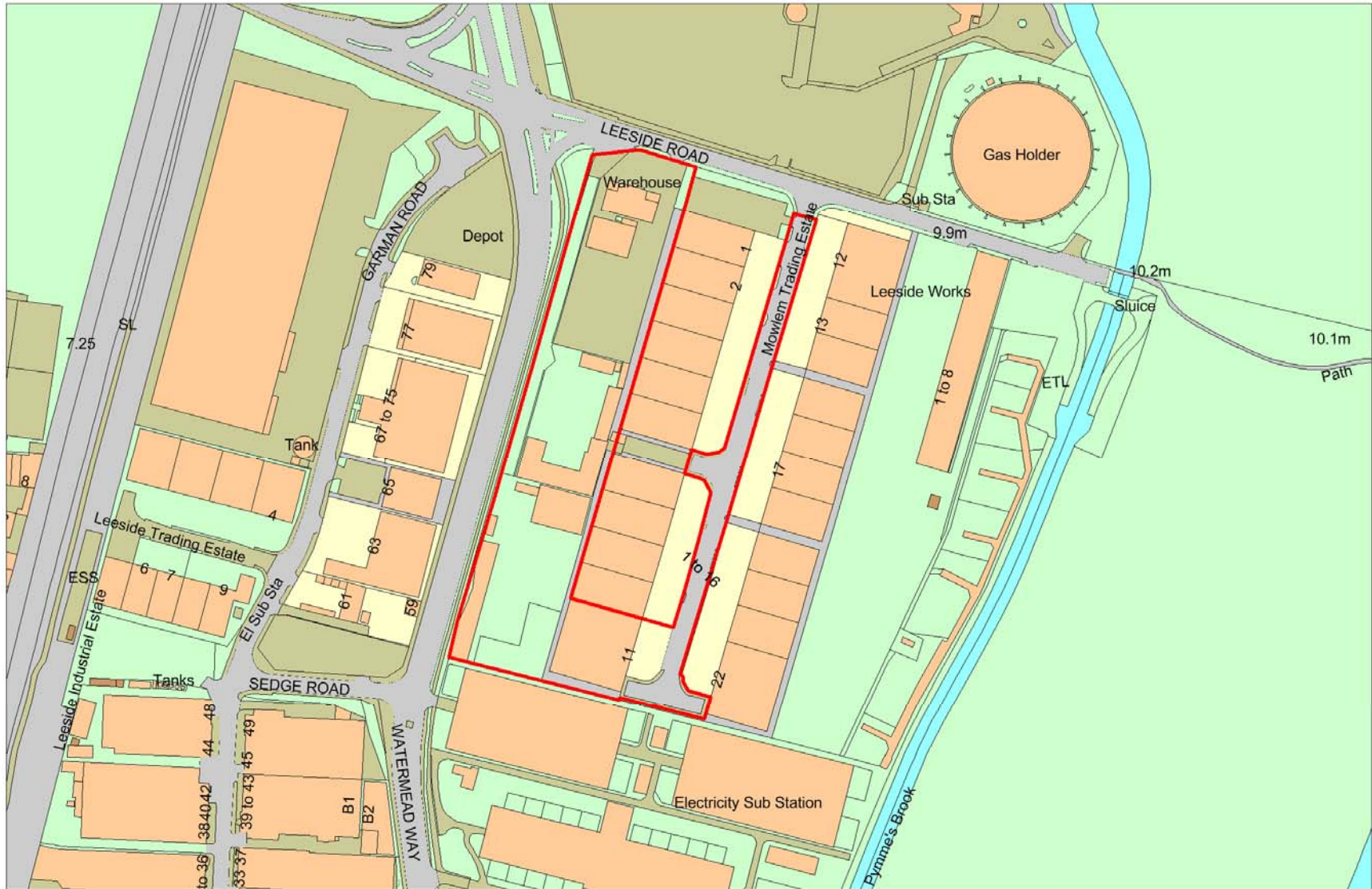


1.0 SITE PLAN

Unit 11, Mowlem Trading Estate, Leaside Road and land Fronting Watermead Way, London N17 0QJ



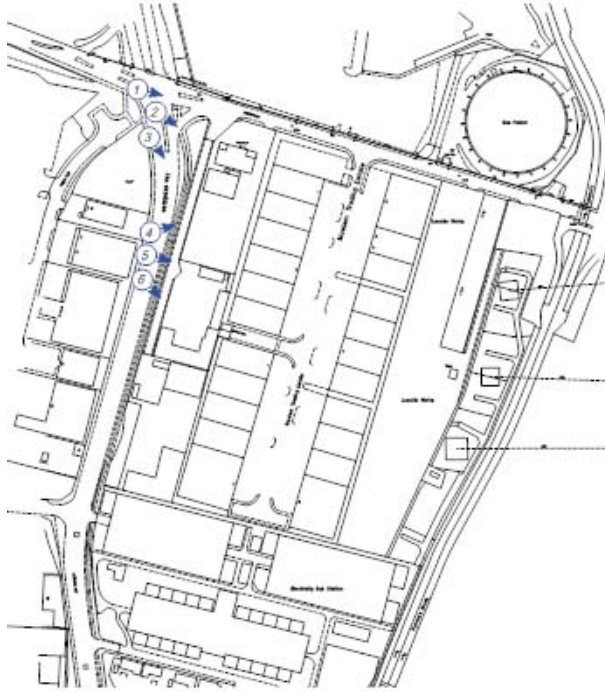
Produced by Strategy and Business Intelligence, Haringey Council
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Town and Country Planning Act 1990 (as amended) Plan relating to the Notice Address

Existing site plan

Planning Committee Report

2.0 DRAWINGS & IMAGES



bove - Photo location diagram (not to scale), Below site aerial image.



Photo 1 - View of the Watermead Way and Leaside Road Junction. The corner of the existing site is to the right of the image. The blue ikea building is located on the left of the image.



Photo 2 - View towards the northern end of the site from the Watermead Way and Leaside Road junction.



Photo 3 - View looking south down Watermead Way, with the site to the left.



Photo 4 - View of the site looking north towards the Ikea store from Watermead Way. The current Travis Perkins building can just be seen over the landscaping.



Photo 5 - View of the site along Watermead Way



Photo 6 - View of the site along Watermead Way

Existing views 1

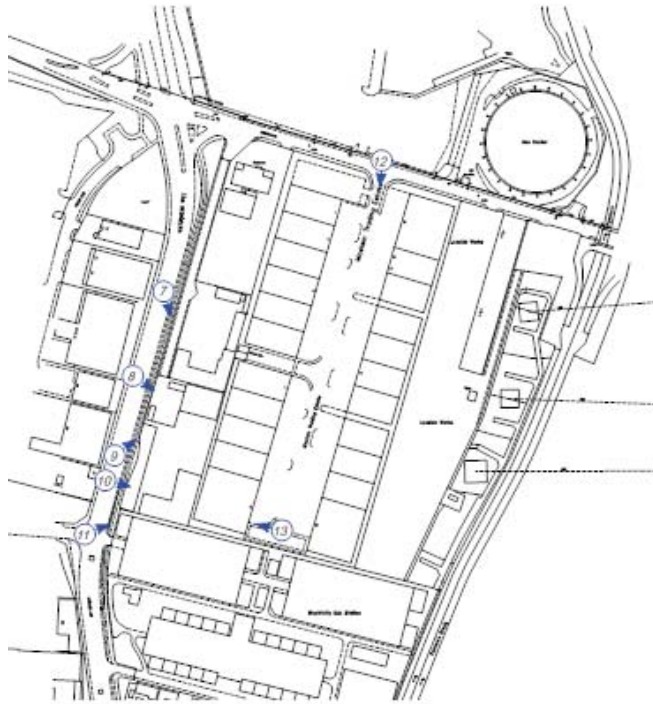


Photo 7 - View of site looking south down Watermead Way



Photo 8 - View of site from Watermead Way towards southern tip of site.



Photo 9 - View looking north west along Watermead Way, with the site to the left.



Photo 10 - Western view of site from roadside, showing the southern boundary of the site along Watermead Way.



Photo 11 - View looking north west along Watermead Way, at boundary of site.



Photo 12 - View west looking down Leeside Road into the Mowlem Trading Estate.

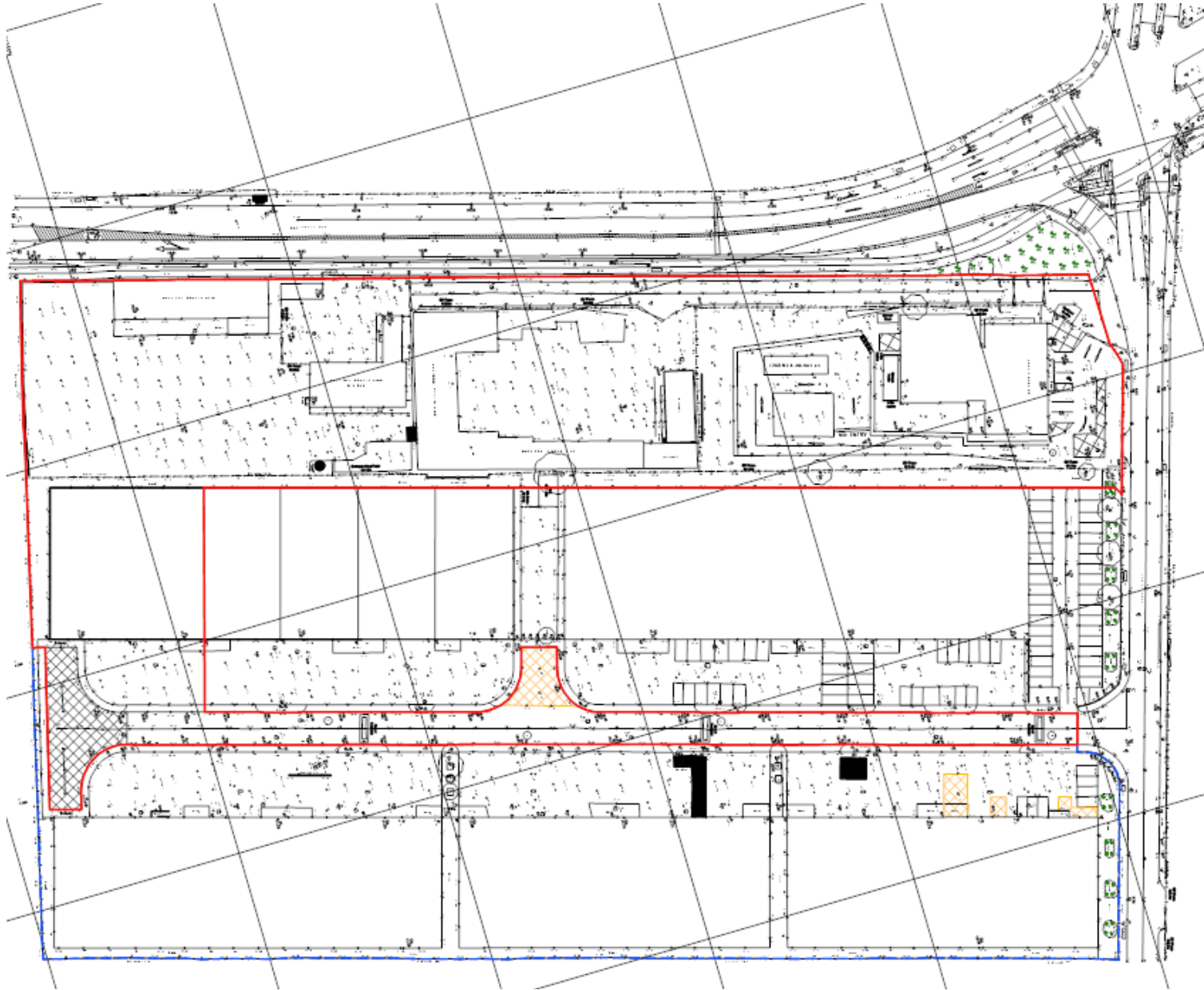


Photo 13 - View looking east from Leeside Road at southern end of the site, showing the current units on site.

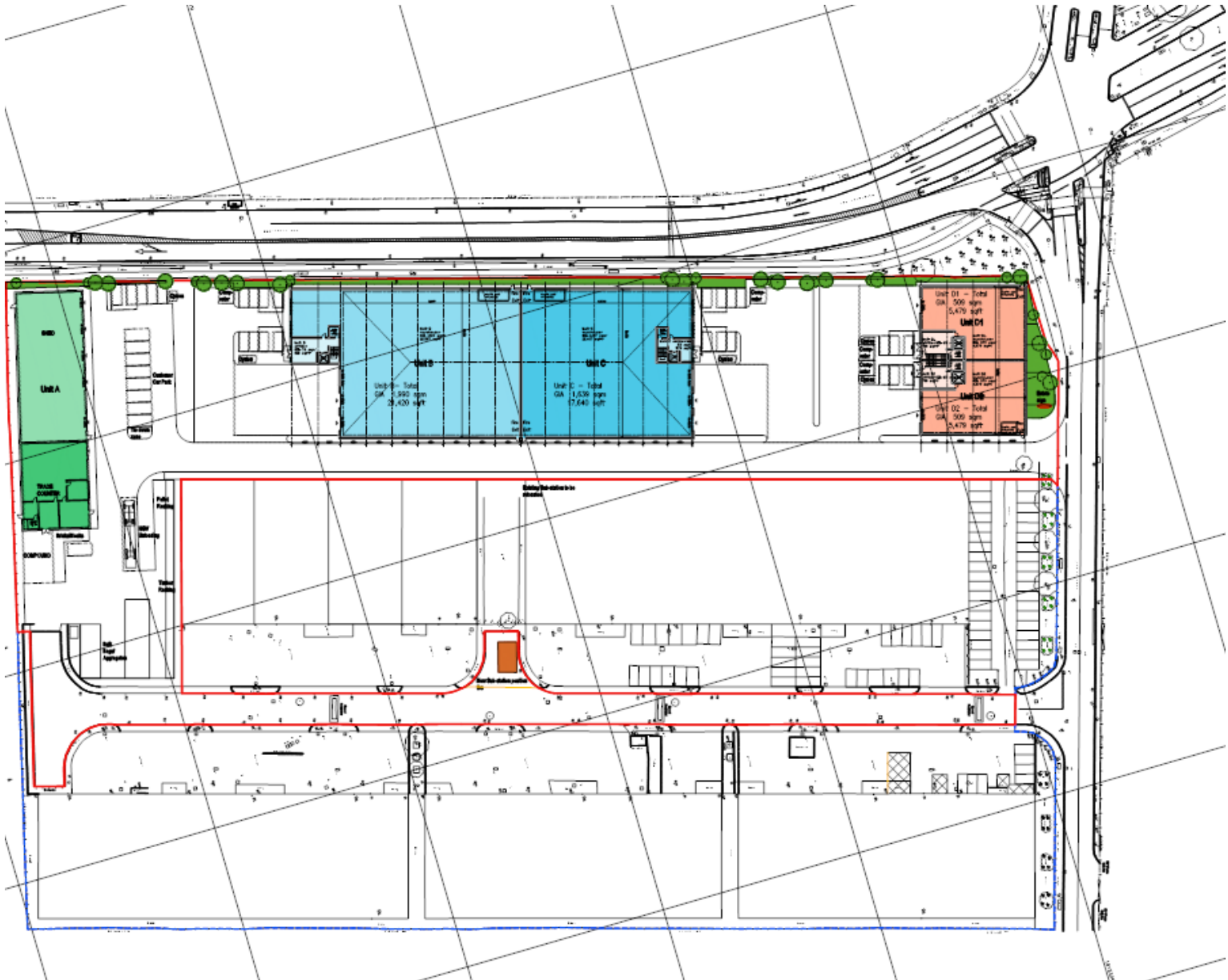
Existing views 2



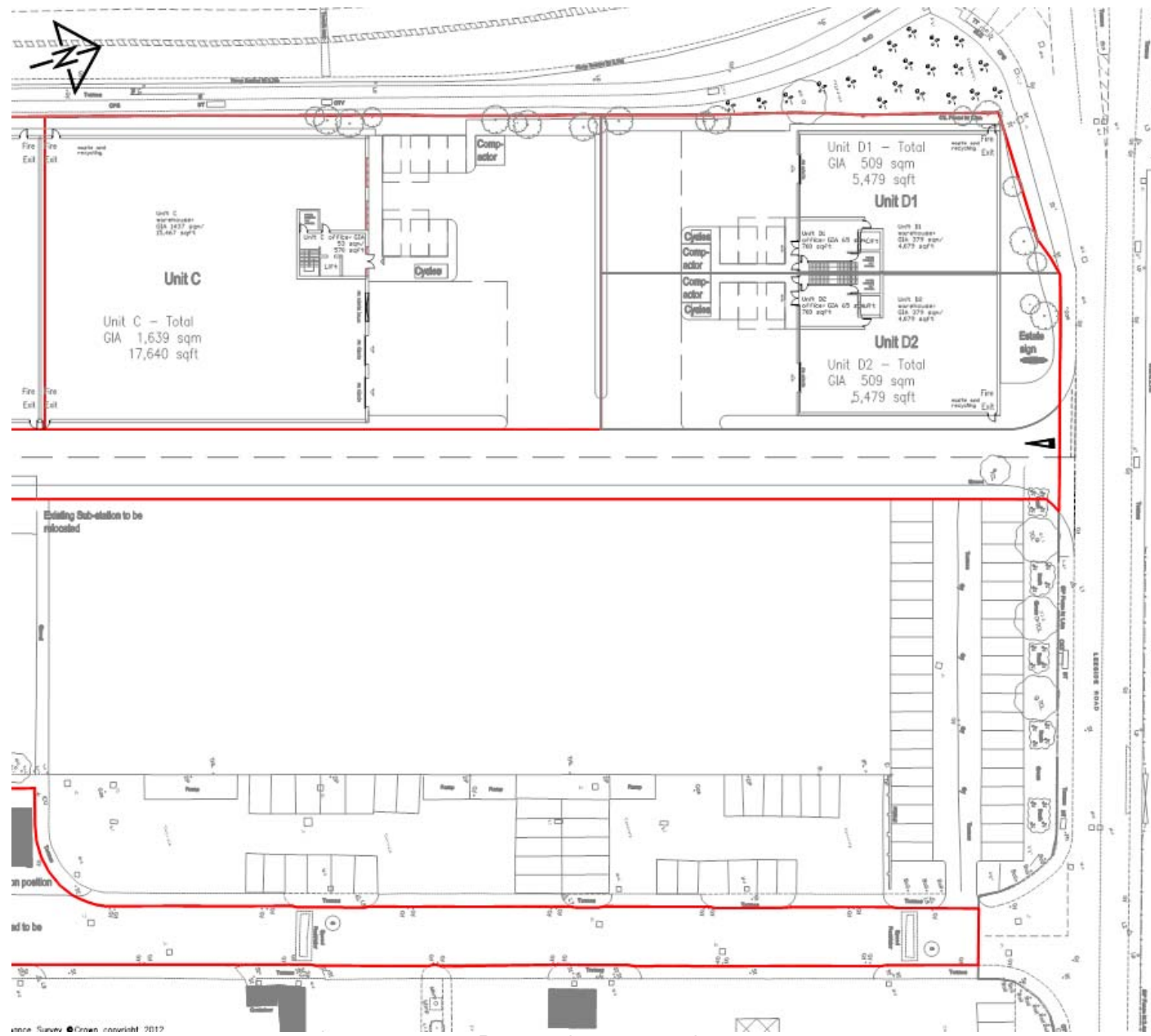
Existing site context



Existing site plan



Proposed site plan

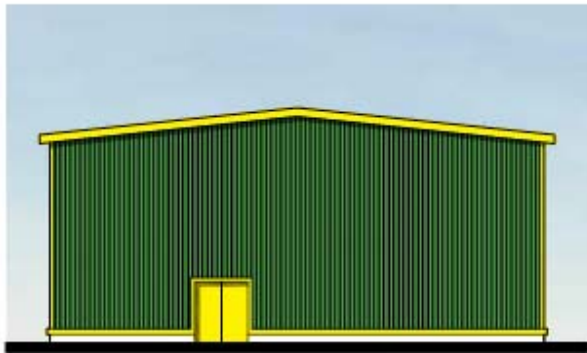


© Crown copyright 2017

Proposed access road



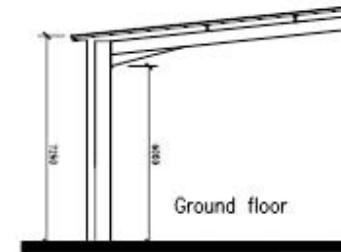
1 PROPOSED NORTHERN ELEVATION



2 PROPOSED EASTERN ELEVATION



3 PROPOSED WESTERN ELEVATION

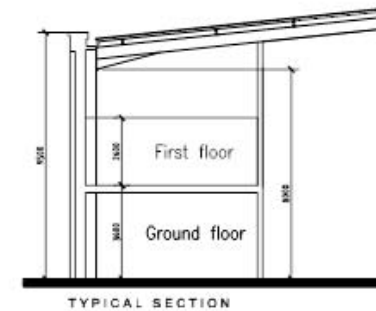
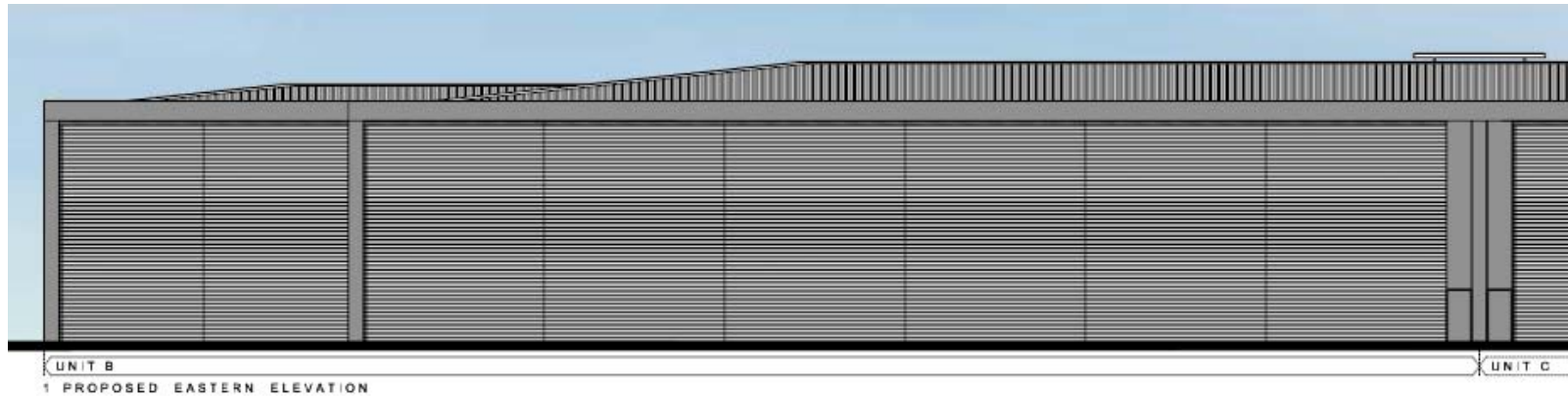


TYPICAL SECTION

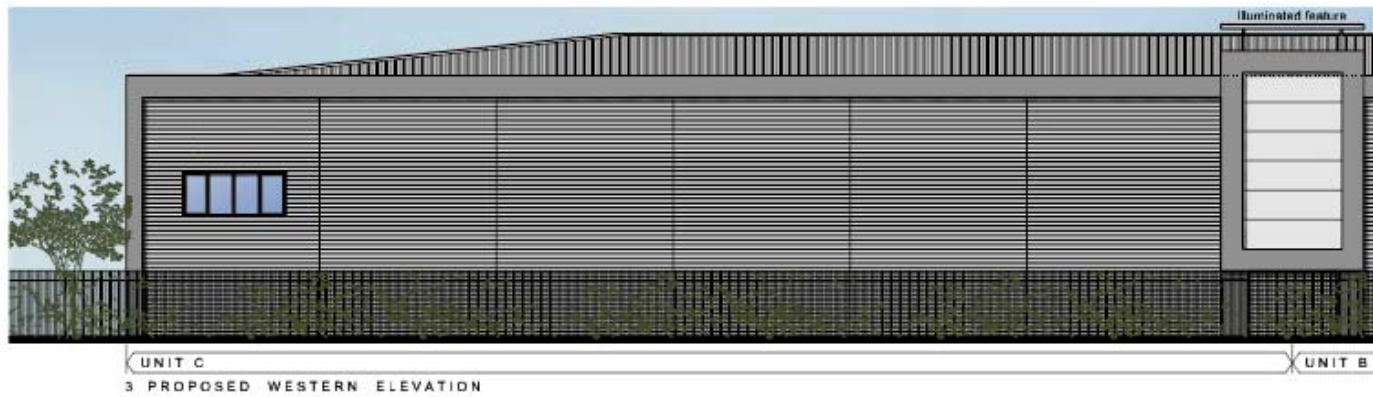
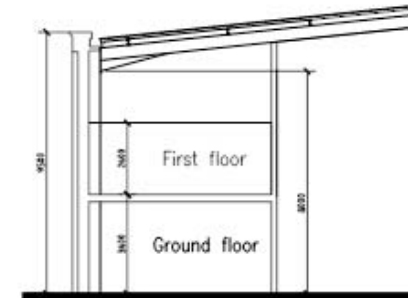
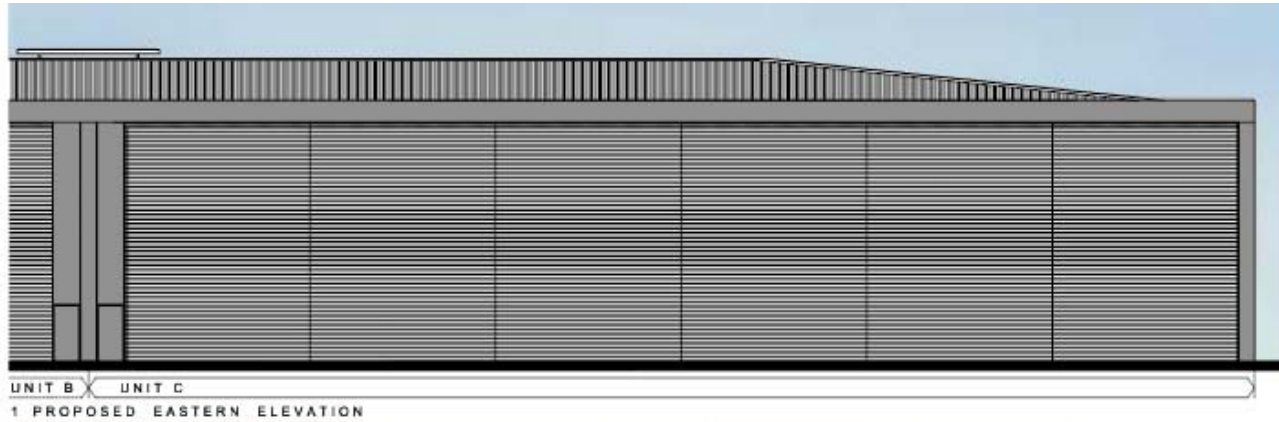


4 PROPOSED SOUTHERN ELEVATION

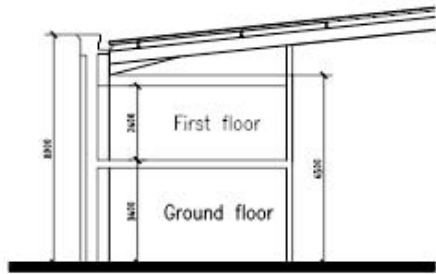
Proposed Unit A elevations



Proposed Unit B elevations



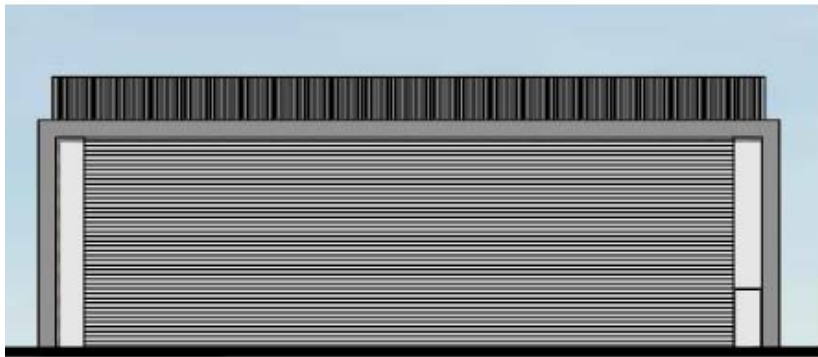
Proposed Unit C elevations



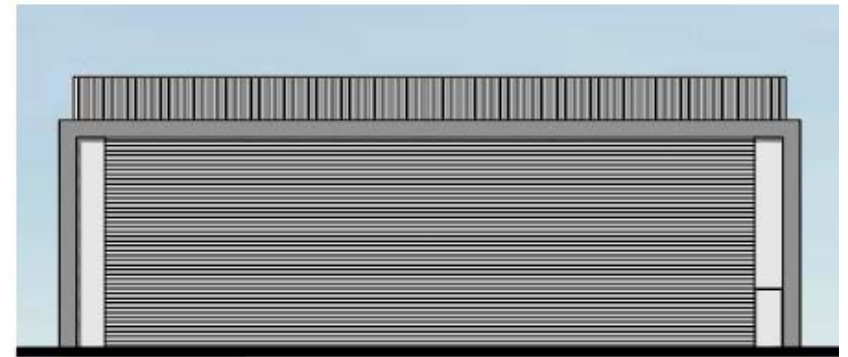
TYPICAL SECTION



1 PROPOSED SOUTHERN ELEVATION



2 PROPOSED WESTERN ELEVATION



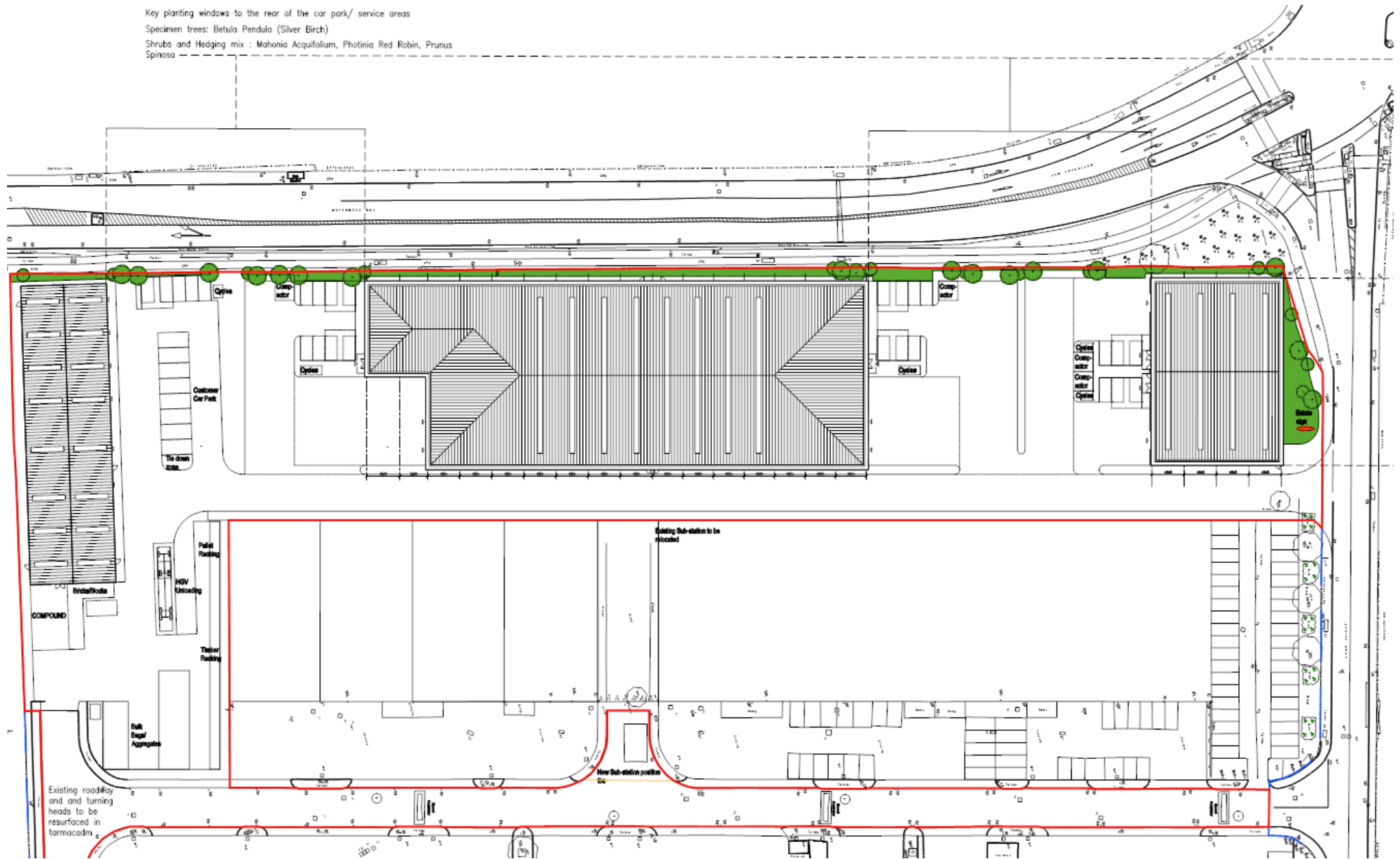
3 PROPOSED EASTERN ELEVATION



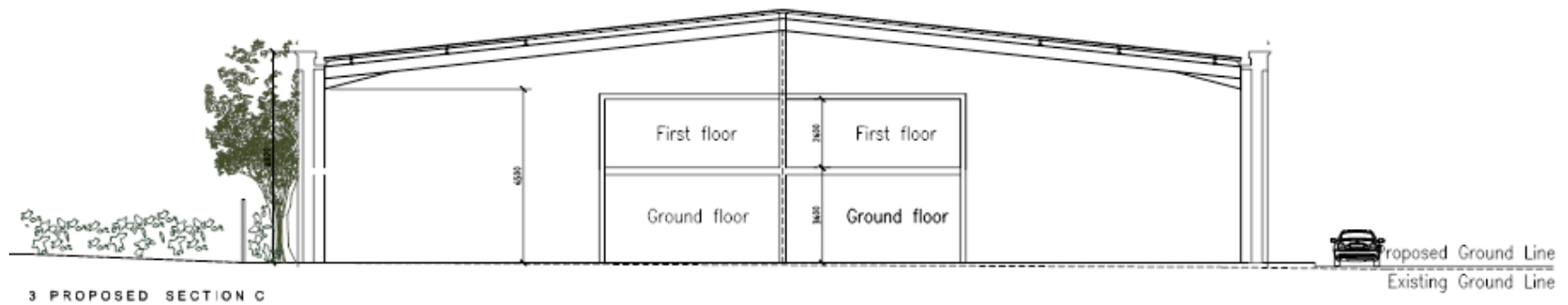
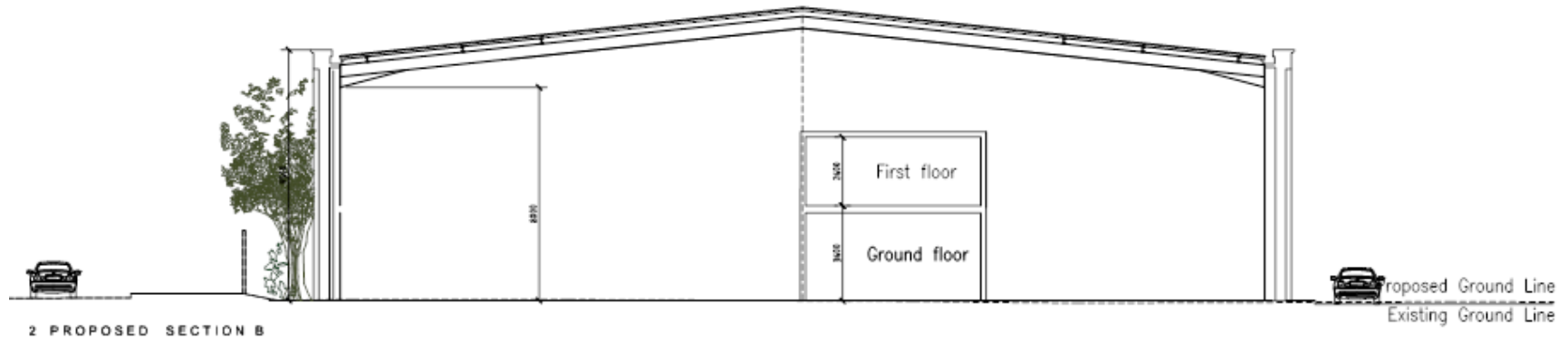
4 PROPOSED NORTHERN ELEVATION

Proposed Unit D elevations

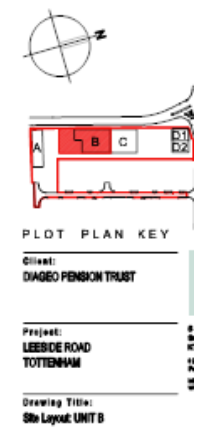
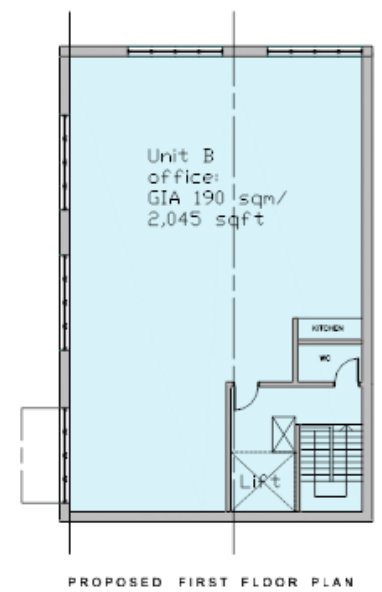
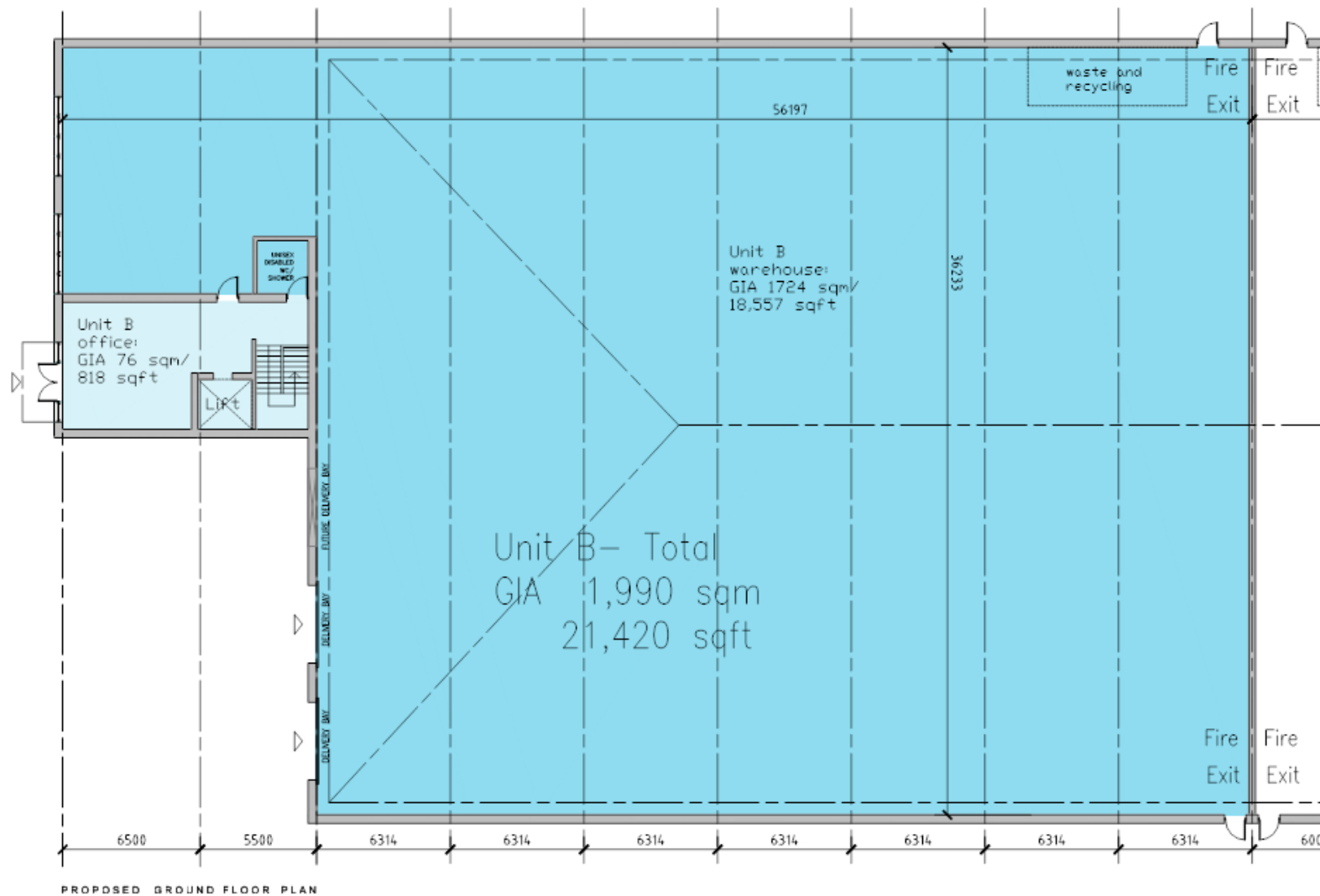
Key planting windows to the rear of the car park/ service areas
 Specimen trees: Betula Pendula (Silver Birch)
 Shrubs and Hedging mix : Mahonia Aquifolium, Photinia Red Robin, Prunus
 Spinosa



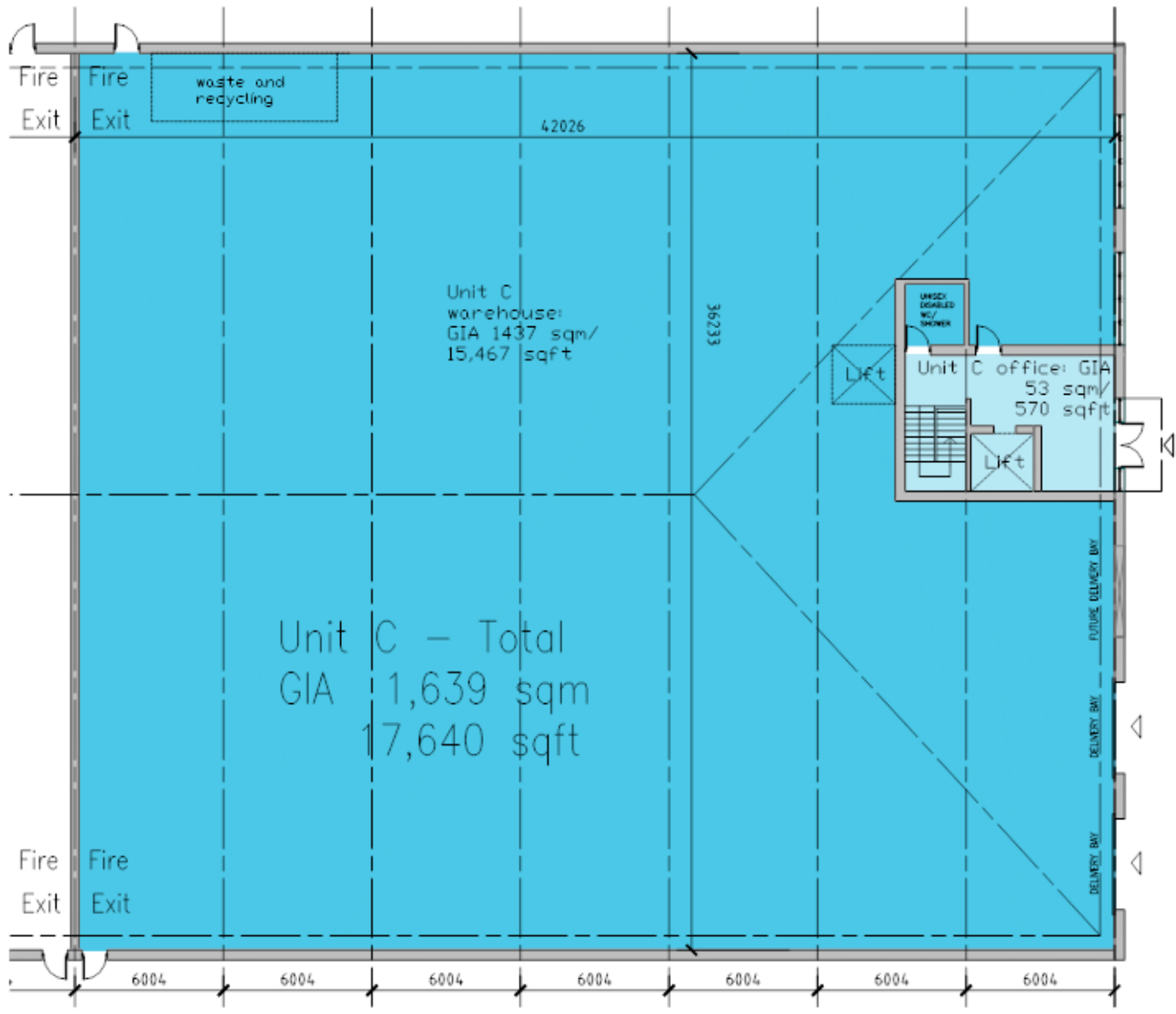
Proposed roof plan and landscaping



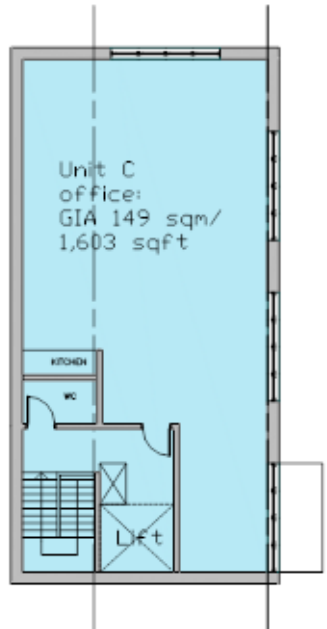
Sections



Unit B floor plan

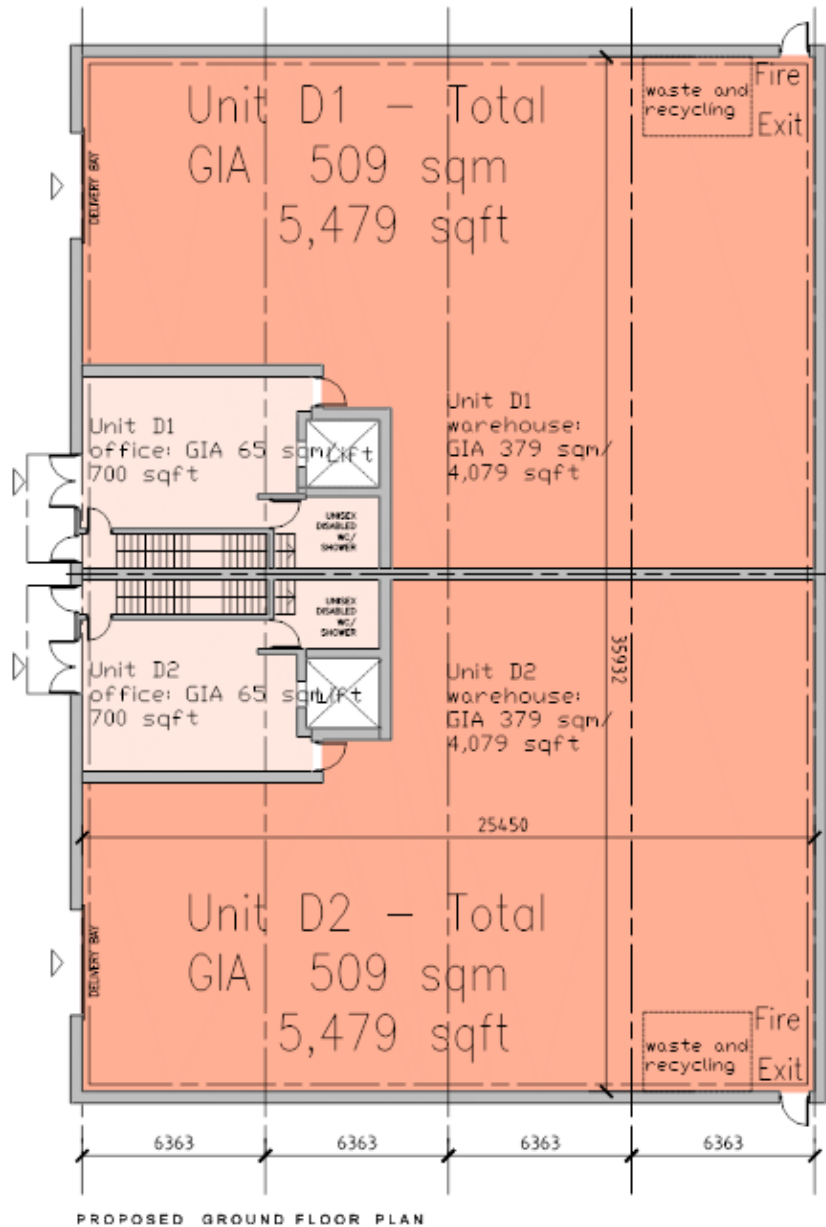


PROPOSED GROUND FLOOR PLAN

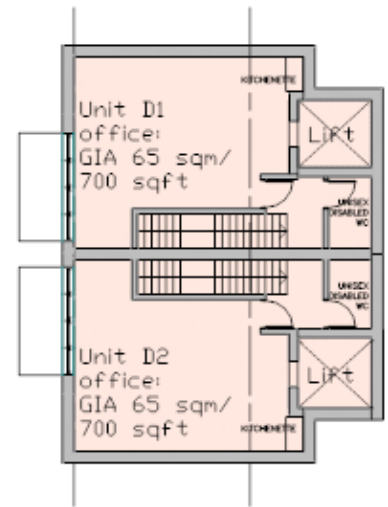


PROPOSED FIRST FLOOR PLAN

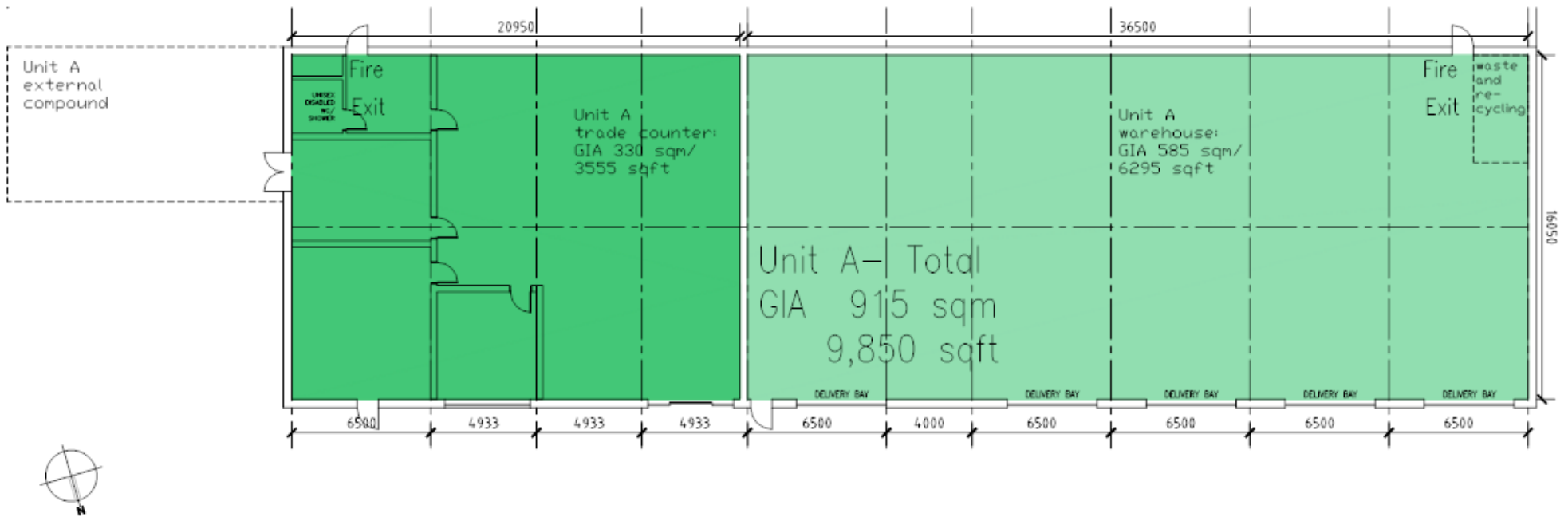
Unit C floor plan



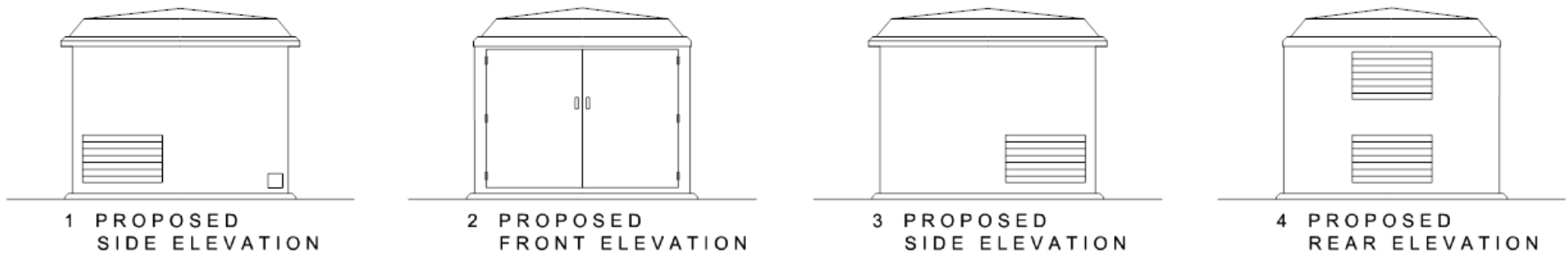
Unit D floor plan



PROPOSED FIRST FLOOR PLAN



Unit A floor plan



Sub-station elevations



Existing Birds Eye View



Indicative Proposed Birds Eye View

Existing and proposed bird's eye view



CGI Image



Proposed views



Proposed perspective 1



Proposed perspective 2

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is a rectangular strip of land which straddles Watermead Way on its western boundary and the south side of Leaside Road. The site comprises Travis Perkins and Mattison Scaffolding which are double height structures with open service areas. Access into the site is obtained on the corner of Watermead Way and Leaside road with a secondary access situated to the east of the site, further along Leaside Road.
- 3.2 The site falls within an area Designated Employment Area (DEA12) land and Strategic Industrial Land (SIL) within the Council's adopted Local Plan Proposals Map. London Borough of Enfield and IKEA are located on the north side of Leaside Road and opposite the site. A gas holder lies in close proximity to the north, and Tottenham Marshes and Lee Valley Regional Park are situated further along Leaside Road and to the east.

4.0 PROPOSAL

- 4.1 The proposal is for redevelopment of the site including demolition of Unit 11, Mowlem Trading Estate to create 5 individual industrial units laid out across the length of the site, interspersed by forecourt parking. Access to the individual units is obtained via a new access point on Leaside Road which has been moved from its existing location at the road junction of Watermead Way and Leaside Road.
- 4.2 The proposed schedule of areas is:

Unit	GIA Ground Reception/Shop	GIA Ground Warehouse	GIA First	GIA Total	GEA Ground	GEA First	GEA Total
Unit A	330 sqm (3555 sqft)	585 sqm (6295 sqft)	—	915 sqm (9850 sqft)	985 sqm (10600 sqft)	—	985 sqm (10600 sqft)
Unit B	76 sqm (818 sqft)	1724 sqm (18557 sqft)	190 sqm (2045 sqft)	1990 sqm (21420 sqft)	1880 sqm (20235 sqft)	233 sqm (2508 sqft)	2113 sqm (22743 sqft)
Unit C	53 sqm (570 sqft)	1437 sqm (15467 sqft)	149 sqm (1603 sqft)	1639 sqm (17640 sqft)	1570 sqm (16900 sqft)	171 sqm (1840 sqft)	1741 sqm (18740 sqft)
Unit D1	65 sqm (700 sqft)	379 sqm (4079 sqft)	65 sqm (700 sqft)	509 sqm (5479 sqft)	482 sqm (5190 sqft)	78 sqm (840 sqft)	560 sqm (6030 sqft)
Unit D2	65 sqm (700 sqft)	379 sqm (4079 sqft)	65 sqm (700 sqft)	509 sqm (5479 sqft)	482 sqm (5190 sqft)	78 sqm (840 sqft)	560 sqm (6030 sqft)
TOTAL	589 sqm (6,339 sqft)	4504 sqm (48,481 sqft)	469 sqm (5,048 sqft)	5562 sqm (59,869 sqft)	5399 sqm (58,114 sqft)	560 sqm (6,027 sqft)	5959 sqm (64,142 sqft)

- 4.3 The existing gross internal floorarea is 2,984 sqm, therefore the net additional gross internal floorarea is 2,975 sqm.

4.4 The proposed schedule of parking is:

Unit	Car/Van parking bays (excluding disabled bays)	Disabled bays	Cycle parking	Servicing
Unit A	11	2	4	2 HGV
Unit B	4	4	8	4 HGV
Unit C	3	4	8	3 HGV
Unit D1	1	2	4	1 Van/HGV
Unit D2	1	2	4	1 HGV

4.5 The total existing number of on-site parking spaces is 6 with no parking for HGV, motorcycles, disabled spaces and cycle spaces.

4.6 The proposed layout will consist of Unit A and trading counter located along southern boundary, connecting Units B and C in the middle of the site and adjacent Units D1 and D2 to the north. The units will be interspersed by the provision of off-street parking, which are allocated to individual units with landscaping along the western edge of the site.

4.7 The new industrial buildings will be modular in shape and be constructed out of silver metal cladding, gun metal box flashing and flat panels and the ground and first floor offices will be glazed.

4.8 The height of the proposed end units (A, D1, and D2) will be 8 metres where the new middle units (B and C) will be 10 metres. The existing buildings range in height from 6 to 8 metres.

4.9 The existing electrical sub station between Units 6 and 7 Mowlem Trading Estate will be relocated closer to the entrance of the existing cul-de-sac access road.

4.10 The new development will create approximately 150 full-time jobs compared to 50 full-time existing employees. The proposal will result in a net increase of 100 full-time jobs./

4.11 The proposed hours of opening is 24 hours daily Monday to Sundays and Public Holidays.

4.12 The existing hours of opening are unknown.

5.0 PLANNING HISTORY

5.1 Planning Application History

HGY/2007/0763 - Change of use of unit 11 from B2 (general industry) to B8 (storage and distribution). – approved 01/06/2007

HGY/2002/0893 - Change of use from Class B8 (storage) to Class B2, (sorting, bailing & shredding of waste paper). – approved 15/08/2002

HGY/1997/0504 - New cladding to existing single storey building. – approved 13/05/1997

HGY/1991/0010 - Use of site for storage of scaffolding poles and equipment. – approved 28/04/1991

5.2 Planning Enforcement History

None

6. **RELEVANT PLANNING POLICY**

6.1 National Planning Policy Framework, March 2012

Chapter 1 Building a strong, competitive economy;
Chapter 4 Promoting sustainable transport;
Chapter 7 Requiring good design;
Chapter 8 Promoting healthy communities; and
Chapter 10 Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan, July 2011

Policy 2.17 Strategic Industrial Locations;
Policy 4.1 Developing London's economy;
Policy 4.4 Managing industrial land and premises;
Policy 5.1 Climate change mitigation;
Policy 5.2 Minimising carbon dioxide emissions;
Policy 5.3 Sustainable design and construction;
Policy 5.7 Renewable energy;
Policy 5.8 Innovative energy technologies;
Policy 5.9 Overheating and cooling;
Policy 5.10 Urban greening;
Policy 5.12 Flood risk management;
Policy 5.13 Sustainable drainage;
Policy 5.14 Water quality and wastewater infrastructure;
Policy 5.15 Water use and supplies;
Policy 5.16 Waste self-sufficiency;
Policy 5.17 Waste capacity;
Policy 6.3 Assessing effects of development on transport capacity;
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure;
Policy 6.9 Cycling;
Policy 6.10 Walking;
Policy 6.11 Smoothing traffic flow and tackling congestion;
Policy 6.12 Road network capacity;
Policy 6.13 Parking;
Policy 6.14 Freight;
Policy 7.1 Building London's neighbourhoods and communities;
Policy 7.2 An inclusive environment;
Policy 7.3 Designing out crime;
Policy 7.4 Local character;
Policy 7.5 Public realm;
Policy 7.6 Architecture;
Policy 7.14 Improving air quality; and

Policy 7.15 Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

Policy SP0 Presumption in favour of sustainable development;
Policy SP1 Managing growth;
Policy SP4 Working towards a low carbon Haringey;
Policy SP5 Water Management and Flooding;
Policy SP6 Waste and recycling;
Policy SP7 Transport;
Policy SP8 Employment;
Policy SP11 Design; and
Policy SP14 Health and well-being

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

Policy UD1 Planning statements;
Policy UD3 General principles;
Policy UD7 Waste storage;
Policy ENV6 Noise pollution;
Policy EN7 Air, water and light pollution;
Policy ENV11 Contaminated land;
Policy M8 Access roads; and
Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

SPG1a Design Guidance (adopted 2006);
SPG4 Access for all – mobility standards (draft 2006);
SPG5 Safety by design (draft 2006);
SPG7a Pedestrian & vehicular movement (draft 2006);
SPG10a The Negotiation, Management and Monitoring of Planning Obligations (adopted 2003);
SPD Sustainable Design & Construction; and

Planning Obligation Code of Practice No 1: Employment and Training (adopted 2006)

6.6 Other

London Borough of Haringey – Community Infrastructure Study;
SPG The Mayor’s Land for Industry and Transport;

7.0 CONSULTATION

Internal	External
Ward Councillors Building Control Transportation Waste Management Environmental Health Tottenham Team	<u>Local Residents</u> Adjoining properties on Glover Drive, Garman Road, Leaside Road <u>Stakeholders</u> London Borough of Enfield London Borough of Waltham Forest

	Thames Water Transport for London (TfL) Health and Safety Executive (HSE) London Fire Brigade Network Rail Arriva London Crime Prevention Officer Environment Agency Lee Valley Regional Park Authority National Grid Property
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8.0 RESPONSES

8.1 Haringey Transportation:

No objection subject to conditions:

“The proposed site is located off Watermead Way with the borough boundary with the London Borough of Enfield; the site is accessed via Leaside Road signalised junction with Watermead Way. The site has a low public transport accessibility level (PTAL 2), a site visit conducted on the 25/09/2013 observed that, there are parking controls on this section of Leaside Road in the form of double yellow lines which restricts parking on Leaside Road at the time of the site visit no vehicles were observed to be illegally parked on Leaside Road.

Parking on the industrial estate was observed to be well organised and no parking congestion or obstruction to the free flow of vehicles entering and leaving the trading estate was observed.

The applicant is proposing to redevelop the industrial estate to include the land fronting onto Watermead Way. The proposed development will result in creating some 2,975 sqm in additional floor area which will be used as B1, B2 and B8 purposes. The applicant has completed survey of the existing site on site which has similar uses classes and has derived the trips first principle using the trip rates from the existing site surveys. Based on the surveys of the existing site the proposed development would generate some 35 additional trips during the critical morning peak period, and will result in a reduction in the trips generated during the Pm peak hour. The reduction in the trips generated during the PM peak hour is largely due to a change in future site activity with the removal of Mattison scaffolding from the site. The company is currently occupying the area of the site fronting onto Watermead Way which will be developed to form the proposed unit D1.

Parking for the proposed development has been provided in line with Councils saved UDP policy M10 as outlined in appendix 1 of the saved UDP policy. The applicant has proposed providing, 11 car parking spaces, 16 disabled car parking spaces, 25 cycle parking spaces and 12 HGV parking spaces. The applicant will also provide a site wide travel plan to promote travel by sustainable modes of transport to and from the site.

The existing development is served by two active access and one redundant access which has not been stopped up. The applicant has proposed relocating

one of the existing vehicular access some 50 metres north of the existing location, this will improve the operation of the junction, and improve pedestrian amenity on the approach to the junction. The existing redundant access points will need to be stopped up and to/from Leaside Road. Footways reconstructed and the proposed new access point constructed, the applicant will need to enter into a S.278 agreement to facilitate these works. Consequently the transportation and highways authority would not object to this application subject to the following legal obligation byway of a S106/S.278 agreement and conditions:

1. The applicant has submitted a preliminary highways layout including relocation of the existing site access as indicated by Drawing PL-102-P1. The proposed Scheme has been estimated to cost £19,147. The applicant will therefore be required to pay £19,147 (nineteen thousand one hundred and forty seven byway of a S.278 agreement.

Reason: In order to implement the highways works as per Drawing PL-102-P and provide access to the new development.

2. A work place travel plan must be secured by-way of a S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of public transport:

a) The developer must appointment a travel plan co-ordinator for the proposed development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

B) The developer is required to pay a sum of, £3,000 (three thousand pounds for the monitoring of the Travel Plan, this must be secured by S.106 agreement.

C) A site marking management plan, the plan must include, monitoring management of onsite parking spaces”.

8.2 Haringey Environmental Health:

No objection subject to conditions relating to land contamination and control of construction dust.

8.3 Haringey Building Control:

No comments.

“ This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office.”

8.4 Haringey Waste Management:

No objection.

8.5 Transport for London (TfL)

No objection subject to conditions and S106 agreement.

“The site of the proposed development is located 500 metres from the A406 Angel Road, which forms part of the Transport for London Road Network (TLRN).

TfL welcomes the applicants’ commitment to providing a travel plan for the development and requests this is secured via section 106 agreement.

It is recommended a construction logistics plan, as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by Haringey in consultation with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations.

Considering the nature of the development TfL recommends the applicant submits a delivery and servicing plan, as referred to in the London Freight Plan. This should be secured via condition.

Car parking should be in accordance with the London Plan for each land use

Cycle parking should also be in accordance with the London Plan and situated in secure, sheltered and accessible location.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN)”.

8.6 Health and Safety Executive (HSE):

No objection.

“HSE does not advise, on safety grounds, against the granting of planning permission in this case.”

8.7 Thames Water:

No objection.

“Waste Comments

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure the storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that

the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application”.

8.8 Environment Agency

No objection subject to detailed surface water drainage scheme and contamination remediation conditions:

“We are satisfied that the information above is sufficient to remove our previous objection. The proposed development will only be acceptable if planning conditions detailed below are imposed. Without the inclusion of these conditions we consider the proposed development to pose an unacceptable risk to the environment”.

Local Representations

8.9 A letter of objection from Cllr Bevan [the Cabinet Member for the Environment] has been received:

“Being that this is such a prominent location I would suggest that this application be referred to the Design Panel for their observations and suggestions.

I am also requesting that this decision be taken to the full planning committee rather than being decided by Officers as I have concerns from the pictures in the submitted documentation that the enhancement needed and proposed could well be further improved.

At this stage I am unable to support this proposal”.

8.9.1 The Council has agreed with the applicant that the landscaping of the boundary and surrounding areas secured by condition, will be presented and reviewed by Design Panel.

8.9.2 In addition, the applicant has committed to make a S106 financial contribution towards landscape improvement works along Watermead Way. The final contribution has yet to be agreed by the Council at the time of writing of this report, but Members will be briefed of any updates.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in respect of this application are considered to be:

- principle of development;
- design and impact on the streetscene;
- impact on residential amenity;
- transport and parking;
- accessibility;

- sustainability; and
- flood risk

9.2 Principle of development

9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Redevelopment of site

9.2.2 The thrust behind London Plan Policy 2.17 is to, ‘*promote, manage and, where appropriate, protect the strategic industrial locations (SILs)*’. Para. 2.81 pertaining to this policy states that, ‘*SILs are important in supporting the logistics system and related infrastructure which are essential to London’s competitiveness*’. Concurrent to this, the strategic aspiration of London Plan Policy 4.4 expect the borough to, ‘*adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space*’.

9.2.3 Local Plan Policy SP8 states that, “*The Council will secure a strong economy in Haringey and protect the borough’s hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas*”. B uses are protected to meet the forecast demand of 137,000 sqm floorspace up to 2026.

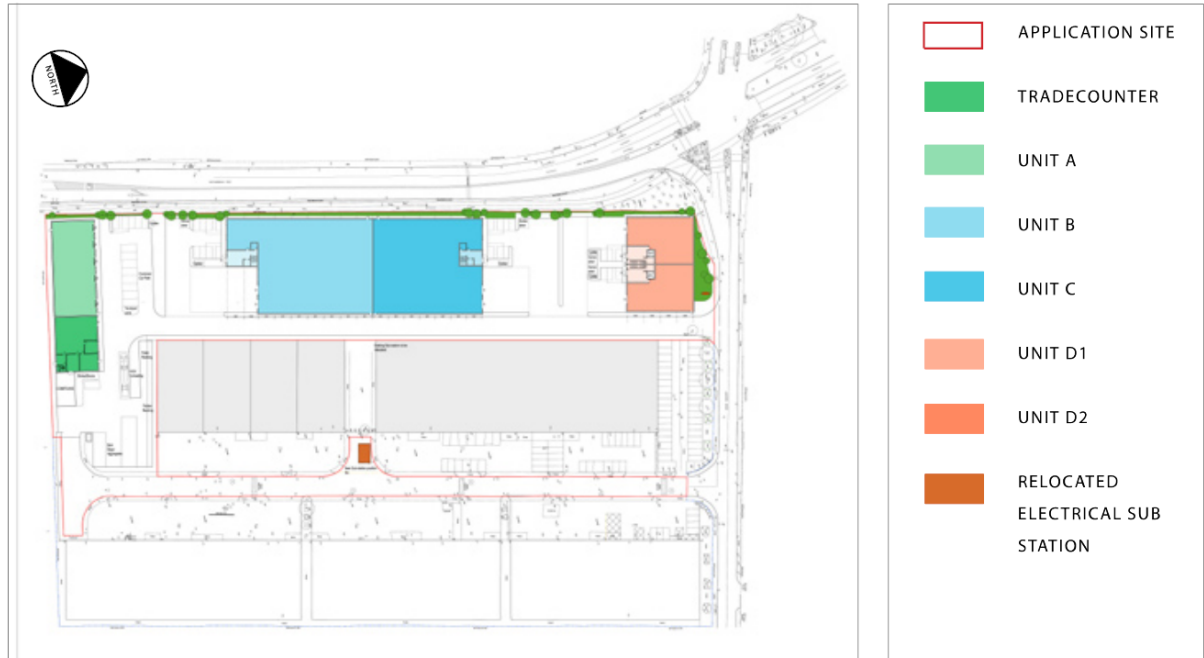
9.2.4 Mowlem Trading Estate forms part of Central Leaside, a designated Strategic Industrial Land (SIL) which is safeguarded under Policy SP8. The existing flexible B1 (c), B2 and B8 floorspace (2,984 sqm) will increase two-fold (5,959 sqm). The enlarged employment area has the potential to provide additional jobs (from existing 50 to potential 150 full-time positions) which will increase job opportunities for the local community in Haringey and for some of the residents living in Enfield which borders the site to the north. The principle of redevelopment is acceptable which would align with the strategic aims and objectives of London Plan Policies 2.17 and 4.4 and Local Plan Policy SP8 by strengthening existing industrial employment land and creating local job opportunities.

Health and safety

9.2.5 The development site is situated in close proximity, and lies within the Middle Zone of Transco Gas Holder located on the north side of Leaside Road, and in the London Borough of Enfield. The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the consultation distance of major Hazard sites/pipelines. The HSE has considered the proposed development and not advised, on safety grounds, against the granting of planning permission. The nature, size and location of the proposal with the adjacent gasholder in mind, would therefore not prejudice future users of the new development in terms of health and safety issues.

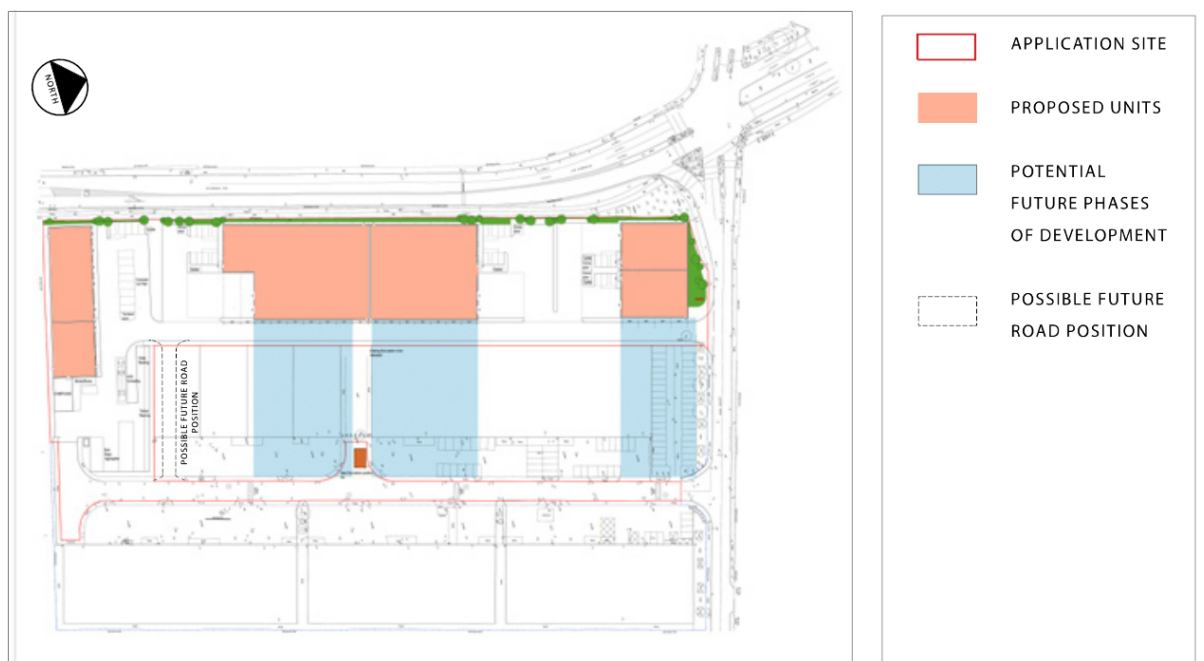
9.3 Design

9.3.1 The proposal is for redevelopment of the site including demolition of Unit 11, Mowlem Trading Estate to create 5 individual industrial units laid out across the length of the site, interspersed by forecourt parking. Access to the individual units is obtained via a new access point on Leaside Road which has been moved from its existing location at the road junction of Watermead Way and Leaside Road.



Proposed site plan

9.3.2 The layout has been designed so to enable and not prejudice future development at the adjacent sites with Mowlem Trading Estate. The new units would have the potential to be extended in an east/west orientation.



Proposed future phases of development

9.3.3 The proposed building heights will range between 6 and 10 metres to reflect the prevailing height of existing structures that can be found within Mowlem Trading Estate, and adjacent developments including IKEA (10 metres) to the north, and the electricity station (15 to 20 metres) to the south. The proposed building height (8 to 10 metres) is to ensure that the units are suitable for small and medium companies which normally require internal clearance heights of 6 to 8 metres. The existing buildings range in height from 6 to 8 metres.

9.3.4 The buildings will be constructed out of a simple material palette comprising; silver profiled metal horizontal cladding as the main cladding, gun metal colour box flashing for the corners and eaves frames and glazed panels to the ground and first floor offices.

9.3.5 The design is simple and uncluttered, and would be in keeping with its industrial context without appearing incongruous or visually intrusive.



Typical elevation

9.3.6 An objection has been received by Cllr Bevan who has raised concerns “*from the pictures in the submitted documentation that the enhancement needed and proposed could well be further improved*”. Cllr Bevan also requested that the application go to Design Review Panel. It has been agreed that the application for discharge of the landscaping condition be presented to Design Review Panel. In addition the applicant has been requested to provide a section 106 contribution to landscaping on Highways Land immediately outside the red line boundary of the site. The sum proposed will be reported at committee.

9.3.7 With the exception of the western boundary fronting onto Watermead Way, the site is virtually devoid of any landscape features. Instead, the proposal seeks to introduce soft landscaping to the Watermead Way and Leaside Road junction and Leaside Road frontage. Trees (*Betula Pendula* - Silver Birch) and shrubs (*Mahonia Quifolium* and *Photinia Red Robin*) will also be planted within the rear car park and courtyards. A Phase 1 Habitat Survey of the application site was carried out by the applicant. The report found that “*there are no significant ecological features to be retained and that the land is of low ecological value*”. The proposed soft

landscaping will therefore not only 'soften' the appearance of the industrial buildings but also enhance the biodiversity at the site.



9.4 Impact on residential amenity

9.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.

9.4.2 In terms of the noise and disturbance, saved UDP Policies UD3 and ENV6 require development proposals to demonstrate that there is no significant adverse impact on residential amenity including noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance. In addition saved UDP Policy ENV7 necessitates developments to include mitigating measures against the emissions of pollutants and separate polluting activities from sensitive areas including homes. These policies align with London Plan Policies 7.14 and 7.15 and the NPPF which protects residential properties from the transmission of airborne pollutants arising from new developments.

9.4.3 The site forms part of Mowlem Trading Estate and within the wider Leaside Industrial Park. The neighbouring properties comprise large industrial units and forecourt parking associated with the general industrial use. The nearest residential properties are those sited off Willoughby Lane and Heybourne Road away to the south-west and west of the railway line. Given that the nearest residential properties are some 300 metres away from the development site, the

redevelopment of the site would not affect the living conditions in terms of daylight/sunlight and outlook impact and noise. Hence, the proposed development would be compliant with the NPPF, saved UDP Policies UD3, ENV6 and ENV7 and London Plan Policies 7.6, 7.14 and 7.15.

9.5 Transport and parking

9.5.1 London Plan Policy 6.14 directs, ‘developments that generate high numbers of freight movements close to major transport routes’, where paragraph 5.1.22 of Local Plan Policy SP7 states, ‘The Mayor’s Land for Industry and Transport SPG urges boroughs to make employment land available for transport functions, such as rail freight facilities, bus garages and waste management facilities’.

9.5.2 Saved UDP Policy M8 cites, ‘The Council will only promote access roads to commercial and industrial premises if the premises are:

a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight.

b) provide facilities for the handling of freight to secure efficient distribution.

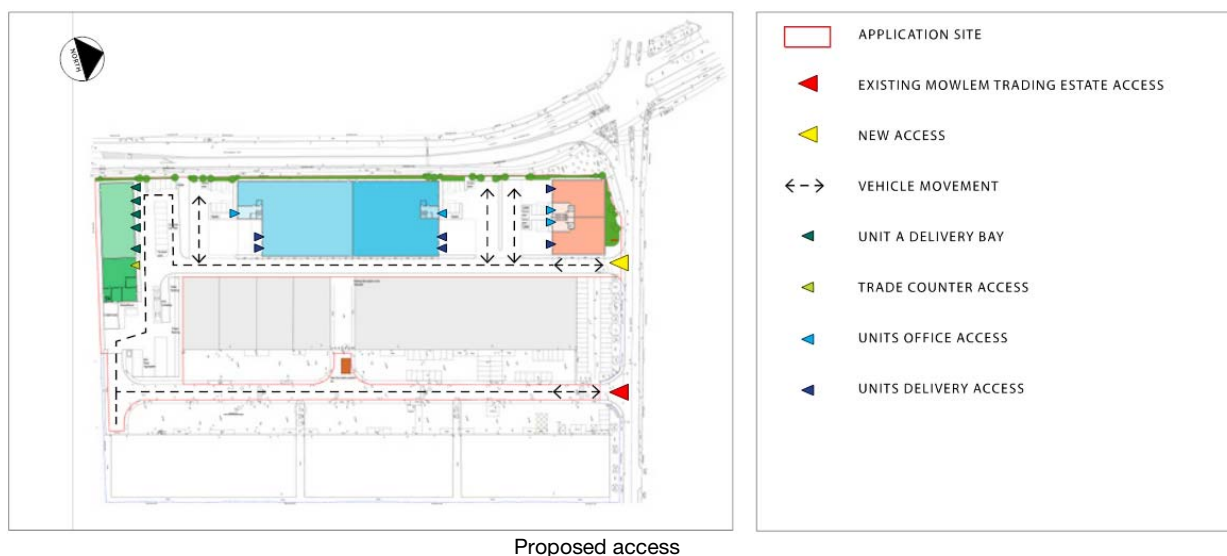
c) located to reduce the movement of vehicles on roads not suitable for them.

d) located to encourage the use of rail and water to carry freight traffic.

e) located and designed to minimise any adverse impact on the strategic road network’.

9.5.4 The site comprises Travis Perkins and Mattison Scaffolding and straddles Watermead Way (west) and Leaside Road (north), and is accessed via Leaside Road. On-street parking controls in the form of double yellow lines exist on Leaside Road. The site has a public transport accessibility level (PTAL) rating of 2 meaning low access to local public transport services.

9.5.5 The applicant proposes to relocate the existing vehicular access close to the junction of Watermead Way and Leaside Road to some 50 metres further along Leaside Road to the east. The new access point will improve the operation of the road junction, and pedestrians using the adjacent public highway along this section of Leaside Road. The existing redundant access points on Leaside Road will need to be stopped up and the pedestrian footways reconstructed by way of a S278 agreement at the cost of the applicant.



9.5.6 Saved UDP Policy EMP5 states, '*Proposals for employment generating uses within and outside the Defined Employment Areas will be supported provided that: a) any trips generated by the proposal are catered for by the most sustainable and appropriate means*'.

9.5.7 The applicant has carried out an assessment of the existing and proposed trip generations. The survey results state that the proposal would generate approximately 35 additional trips during the AM peak period (08:00 to 09:00), and will result in a net reduction in the two-way trips generated during the PM peak hour (17:00 to 18:00). The reduction in the trips generated during the PM peak hour is largely due to a change in future site activity with the removal of Mattison scaffolding from the site.

9.5.8 The application makes provision for 11 car parking spaces, 16 disabled car parking spaces, and 12 HGV parking spaces. This level of parking is in line with parking standards defined within appendix 1 of saved UDP Policy M10. It should be noted that the existing provision (6 on-site parking spaces) fails to comply with this standard.

	Floor Area (sqm)	Car Parking	Disabled Parking	Cycle Parking	HGV Parking
Unit A	985sqm	2	4	6	2
Unit B	2,113sqm	4	4	8	4
Unit C	1,741sqm	3	4	7	4
Unit D1	560sqm	1	2	2	1
Unit D2	560sqm	1	2	2	1

9.5.9 Local Plan Policy SP7 alongside London Plan Policy 6.9 promotes healthy places by encouraging sustainable modes of travel over the private motor vehicles. Local Plan Policy SP7 seeks, '*to mitigate the impact of road based freight and promote alternatives*'. The proposal will offer a total of 25 cycle parking spaces allocated for the individual units to meet the above policy framework. In addition, the applicant will also provide a site wide travel plan to promote travel by sustainable modes of transport. It is recommended that details secured and implementation of a travel plan be secured by way of a S.106 legal agreement.

9.6 Accessibility

9.6.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.

9.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. 10% disabled parking as close as possible to the main entrances has been provided for. A lift and a unisex accessible ground floor toilet have been included within the individual units and level entry and wide entrances (min. 1800mm) have been provided to facilitate ease of entry for disabled users and those with mobility difficulties'.

9.6.3 In terms of the internal design, visual manifestations at two heights will be applied to large glazed panels, and colour contrast and lighting will enable partially sighted people to readily identify features such as doors, lifts, signs etc. All doors will be a min. 1200mm wide, stairs to be 1000mm wide and will be within the maximum rise (170mm) and going (200mm) for steps. It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

9.7 Sustainability

9.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.

9.7.2 The make up of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.

9.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (59.22%) will provisionally achieve a BREEAM rating of 'Very Good' (min. 55%), according to an Accredited Professional (AP) assessor. The proposal will incorporate features such as dual flush, low volume WC's, reduced flow taps and showers, water meter displays, SuDs, recycled materials, locally sourced timber and travel plan.

9.8 Flood risk

9.8.1 The site predominantly falls within flood risk zone 1 with vehicular access points within flood risk zones 2 and 3. Zone 1 indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). Zones 2 and 3 have medium and high probability to flooding, comprising land assessed as having between a:

- 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year (Zone 2); and
- 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year (Zone 3)

9.8.2 Local Plan Policy SP5 recommends flood risk assessments (FRA) in conjunction with the Environment Agency to identify critical drainage areas susceptible to surface water flooding, and to develop measures to manage, and where possible, reduce the risk of surface water flooding. This stance aligns with London Plan Policy 5.12 which seeks to address current and future flood issues and minimise risks in a sustainable and cost effective way.

9.8.3 The applicant has submitted a flood risk assessment and SUDS statement. London Plan Policy 5.13 sets out the drainage hierarchy for Sustainable Drainage Systems (SUDS) so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:

1. store rainwater for later use;
2. use infiltration techniques, such as porous surfaces in non-clay areas;
3. attenuate rainwater in ponds or open water features for gradual release;
4. attenuate rainwater by storing in tanks or sealed water features for gradual release;
5. discharge rainwater direct to a watercourse;
6. discharge rainwater to a surface water sewer/drain; and
7. discharge rainwater to the combined sewer

9.8.4 The Environment Agency (EA) objected to the original SUDS proposal as the applicant did not consider the SUDS hierarchy and provide justification where it is not possible to utilise other more sustainable methods such as green roofs, basins, ponds and swales as per London Plan Policies 5.11 and 5.13.

9.8.5 In response to EA's objection, an alternative SUDS proposal was proposed where it is designed to limit the discharge rate to 125 litres per second for a 100 year return period storm event plus an additional 20% for climate change to manage surface flooding resulting in a 50% betterment. In line with London Plan Policy 5.13, the drainage hierarchy for SUDS was also considered by the applicant excluded stored water (unviable for the no. of WC's), infiltration techniques (contaminated land), and ponds and swales (ground contamination and lack of space). A green roof was also discounted due to its weight. Instead, the most appropriate SUDs technique to be used would be rainwater attenuation by using underground crates and incorporating surface water sewer/drain discharge.

9.8.6 The EA has reviewed the additional information and subsequently lifted its objection. As such it is considered that the design of the proposed SUDS is acceptable to help mitigate severe flooding events in accordance with Local Plan Policy SP5 and London Plan Policies 5.12 and 5.13.

10. Legal Agreement – Heads of Terms

The following Section 106 Heads of Terms have been agreed by the applicant.

10.1 **Work Travel Plan** - The applicant shall commit to the draft work travel plan submitted and include the following:

a) The developer must appointment a travel plan co-ordinator for the proposed development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

b) The developer is required to pay a sum of, **£3,000** (three thousand pounds for the monitoring of the Travel Plan

c) A site marking management plan, the plan must include, monitoring management of onsite parking spaces

- 10.2 **Highway Improvement Works** – The applicant shall make a financial contribution of **£19,147** (nineteen thousand one hundred and forty seven) towards the relocation of the existing site access as indicated by Drawing PL-102-P1.
- 10.3 **Landscaping Improvement Works** - The applicant shall make a financial contribution (to be confirmed) towards landscaping improvements on the corner of Watermead Way and Leaside Road for public realm accessibility and pedestrian routes movement.
- 10.4 **Construction training / local labour initiatives** – The applicant shall commit to participate in the Council’s Construction training and or local labour initiatives.
- 10.5 **Work Placement Co-ordinators (WPCs)** – The applicant shall make a financial contribution of **£3,750** for every **£1 million** worth of construction costs.
- 10.6 **Section 106 Monitoring:** The applicant shall make a financial contribution (to be confirmed) to be used by the Council to monitor the compliance with the S106 Agreement (equates to 5% of the total contributions).

11.0 CIL Applicable

- 11.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.
- 11.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £104,440 (£35 x 2,984 sqm).

12.0 HUMAN RIGHTS

- 12.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

13.0 EQUALITIES

- 13.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council’s functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

14.0 CONCLUSION

- 14.1 The proposed redevelopment of the site at Unit 11, Mowlem Trading Estate is considered acceptable as it would comply with local plan policies on a site which is designated as a Strategic Industrial Land (SIL) and will support and enhance employment opportunities whilst meeting one of the Council's strategic aspirations of the area. The relocation of the existing access road would improve pedestrian and highway safety along this part of Leaside Road. The design and form of the proposal is considered compatible within its industrial setting and has been inclusively designed. The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.

15.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and the signing of a section S106 Agreement

Applicant's drawing No.(s) PL101, PL102 Rev P1, PL104, PL105, PL106, PL107, PL108, PL109, PL110, PL111, PL112, PL113, PL114, PL115 Rev P1, PL116, PL117, PL118, PL119 Rev P1, PL120 Rev P1 & 130933/A/08 Rev A

Subject to the following conditions:

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The 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.

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

3. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

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

4. a) No development shall commence until a desktop study and conceptual model shall be submitted to, and approved in writing by the Local Planning Authority. A desktop study shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors

shall be produced. If the desktop study and conceptual model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

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

a risk assessment to be undertaken, refinement of the conceptual model, and the development of a method statement detailing the remediation requirements.

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

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

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

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

5. No development shall commence until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties.

6. No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) by McCloy Consulting Ltd, dated August 13, and the Sustainable drainage design statement Revision 2.0 dated, October 2013 and Paul D Kentish's email to Aaron Lau dated 8 October 2013 13:53, has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off to 125.7l/s and surface water storage on site as outlined in the FRA.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

7. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - 1) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure protection of controlled waters.

8. Prior to the occupation of the development hereby permitted, 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 ensure protection of controlled waters.

9. 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 ensure protection of controlled waters.

10. No buildings of the development hereby permitted shall 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 this development

Reason: To ensure that the development achieves a high level of sustainability

11. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

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

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

12. No development shall commence until a construction management plan (CMP) and construction logistics plan (CLP) have been submitted to and approved in writing by the Local Planning Authority. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Watermead way and Leaside Road would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

13. No development shall commence until a delivery and servicing plan (DSP) has been submitted to and approved in writing by the Local Planning Authority.

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

14. No development shall commence until the applicant has entered into a Section 278 agreement or appropriate agreement with the Council's Highway, Parking and Transport Department to enable works to reinstate the highway and footway to adoptable standards, including the removal of redundant vehicle crossovers on the footway abutting Leaside Road. The use hereby approved shall not commence until the above works have been completed to the satisfaction of the Local Planning Authority, at the cost of the developer.

Reason: In the interest of highway safety and to protect the visual amenity of the locality.

Informatives:

a) Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water - 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.

b) Environmental Health

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.

c) Environment Agency

i) Contamination

Groundwater characterisation at the site is required. Site investigation works have identified a medium to high risk to groundwater from elevated contaminants identified in soil sampling completed so far. Primary controlled waters receptors at the site relate to the groundwater abstraction and also the nearby Pymmes Brook (if groundwater is in hydraulic continuity with the river).

ii) Surface water

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

b) Confirmation of the critical storm duration.

c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.

e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.

f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

d) Community Infrastructure Levy

The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £104,440 (2,984 sqm x £35). 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.

e) Working with the applicant

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.