

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2019/1278

Ward: Tottenham Hale

Address: Marsh Lane Refuse Depot, Marsh Lane, N17 0XE

Proposal: Erection of a two storey office and workshop building, gatehouse and other ancillary buildings/stores, repositioning of existing storage buildings, provision of new vehicle access onto Watermead Way, and provision of vehicle parking and circulation areas.

Applicant: Mr Andrew Harrison, London Borough of Haringey

Ownership: Council

Case Officer Contact: Christopher Smith

Site Visit Date: 28/05/2018

Date received: 30/04/2019 **Last amended date:** 25/06/2019

Drawing number of plans:

HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

Supporting documents also assessed:

Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

1.1 This application is being reported to the planning committee as it is a major application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of development of this site for a depot has been previously accepted (2015), and this proposal would release land in Tottenham Hale for future regeneration including the provision of new housing;
- The design is functional, sustainable, contemporary and high-quality
- The development would provide an appropriate level of vehicle parking given the operational requirements of the site, and would not impact on highway safety;
- The development would provide appropriate on-site carbon reduction measures plus a carbon off-setting payment, as well as good quality drainage and soft landscaping;
- The proposal would enhance biodiversity.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30th July 2019 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning/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) Three years
- 2) Drawings

- 3) London Underground asset protection
- 4) Secured by design
- 5) Workplace travel plan
- 6) Construction management and logistics plans
- 7) Drainage
- 8) Boilers
- 9) Flues
- 10) Considerate Constructor
- 11) Non-Road Mobile Machinery
- 12) Non-Road Mobile Machinery Compliance
- 13) Air quality and dust management plan
- 14) Nesting bird check
- 15) Reptile protection
- 16) Invasive species
- 17) Electric vehicle charging
- 18) Land contamination
- 19) Highways works
- 20) Pathway works

Informatives

- 1) Proactive working
- 2) CIL
- 3) Legal agreements
- 4) Signage consent
- 5) Numbering
- 6) Asbestos
- 7) Construction hours
- 8) London Underground infrastructure protection
- 9) Water pressure
- 10) Designing out crime

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and Images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This application is for the removal of the existing single storey temporary structures, relocation of the existing single storey bin repair enclosure, retention of the existing double-height salt barn and the erection of a two storey vehicle maintenance and office building, a gatehouse, a covered fuelling and wash area, plus other ancillary single storey storage and service structures across the site including a new sub-station.
- 3.1.2 The development proposal would also include a new vehicle access and signalled junction on Watermead Way, a vehicle access to the bus depot on the north side of the site, soft landscaping on the eastern side of the site and parking and circulation areas for vehicles.
- 3.1.2 Parking spaces would be provided for 112 operational vehicles (including 59 HGVs), 68 cars (including 6 accessible spaces) and 6 motorcycles. 40 cycle parking spaces are also proposed.
- 3.1.3 The premises would be accessible 24 hours a day.
- 3.1.4 The office part of the proposed main building would be finished in grey composite wall and roof panels, grey aluminium window frames and grey steel doors. Dark grey profiled cladding would provide a feature element. The workshop part of the main building would be finished in grey metal trapezoidal cladding.
- 3.1.5 The proposal includes a deep band of landscaping along the east of the site to create an attractive 'green' frontage onto Watermead Lane, with tree, shrub and bulb planting and wildflower meadow. An area of low-lying land in the north east corner is proposed as a swale/rain garden for water attenuation. This area is to be planted with marginal and wet grassland seed mix.
- 3.1.6 The development would be completed in two phases with the existing Council depot retained during the construction of Phase 1 to the south before decanting to allow works to Phase 2 to the north.
- 3.1.7 This development would allow all functions from the existing Council depot on Ashley Road to consolidate on this site, thereby releasing that land for future residential / council-housing development.

3.2 Site and Surroundings

- 3.1.8 The application site is 1.87 hectares in area. It is sited between Marsh Lane to the east and the Watermead Way (A1055) dual carriageway to the west. Immediately to the south-east of the site is a footpath which is a public right of way path.
- 3.1.9 To the north is the Go Ahead Northumberland Park Bus Depot. Further to the west and south is the Northumberland Park rail depot which is the service and storage area for trains on the Victoria line.

3.1.10 The site was previously occupied by an abrasive manufacturing works up until the 1990s when it became derelict. All buildings relating to that former use have been demolished. The site is now mostly vacant, although it has been partially developed for temporary and storage uses in advance of the transfer from the waste depot at Ashley Road to facilitate the provision of sports facilities for the Harris Academy on part of the depot site.

3.1.11 The site is predominately level except for a few raised bunds of hardcore rubble and a ditch on the eastern side.

3.3 Relevant Policy Designations

3.3.1 The site is located within Flood Zone 2 and a Source Protection Zone 1, an Area of Archaeological Importance and a Strategic Industrial Location. The eastern edge of the site is within the Lee Valley Regional Park.

3.3.2 The site is adjacent to an Ecological Corridor, a Site of Importance for Nature Conservation (SINC, Borough Grade I) and an area of Green Belt. There is a Blue Ribbon Network to the east site (Pymme's Brook).

3.4 Relevant Planning History

The following applications have been submitted for this site since 2010:

HGY/2015/2640. Request for Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended). EIA Not Required October 2015.

HGY/2015/2650. New build refuse facility on existing site and associated outbuildings. Granted December 2015.

HGY/2017/1694. Permanent salt barn in position previously consented (HGY/2015/2650), temporary welfare & office cabins, temporary storage containers, temporary roofed store & fencing and hardstanding improvements to suit use as a satellite site to Ashley Road Depot providing temporary parking. Granted December 2017.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding this planning application:

4.2 INTERNAL

4.3 Design Officer

- 4.4 No objections.
- 4.5 Transportation
- 4.6 The proposed vehicle trips are not new but relocated on the highway network as this depot would be moving from Ashley Road. Most trips would be between 5am and 7am and thus are outside of peak travel times. The provision of a new three-way signalled junction onto Watermead Way, to be shared with the adjacent bus garage, is supported. The existing crossing will be removed.
- 4.7 The level of parking provided is determined by the operational needs of the depot and is therefore acceptable.
- 4.8 No objections subject to conditions.
- 4.9 Drainage Engineer
- 4.10 The proposed drainage rates are acceptable. No objections subject to conditions.
- 4.11 Carbon Management
- 4.12 No objections subject to conditions.
- 4.13 Pollution
- 4.14 No objections subject to conditions.
- 4.15 Waste Management
- 4.16 No objections raised.
- 4.17 Regeneration – Tottenham Team
- 4.18 Supportive of the application.
- 4.19 Economic Development
- 4.20 Support the application.
- 4.21 Nature and Conservation
- 4.22 No objections.
- 4.23 Noise Specialist
- 4.24 No objections.

- 4.25 Arboricultural Officer
- 4.26 No objections received.
- 4.27 Emergency Planning
- 4.28 No objections received.
- 4.29 Parks
- 4.30 No objections.
- 4.31 EXTERNAL
- 4.32 Environment Agency
- 4.33 An objection has been raised as further information must be submitted to demonstrate that risks to groundwater from the development would be acceptable. The applicant has submitted additional information to overcome this objection. An update will be provided as part of an addendum report.
- 4.34 Natural England
- 4.35 No comments to make.
- 4.36 Lee Valley Regional Park Authority
- 4.37 The provision of a new access from Watermead Way breaks up the green corridor to the east of the site. Therefore, an objection is raised on this ground. (Officer Comment: More landscaping and biodiversity improvements are proposed within the LVRP boundary than was the case in 2015 when the previous application was approved and to which the LVRPA did not object. As such, the landscaping proposals are considered acceptable).
- 4.38 Thames Water
- 4.39 No objections raised.
- 4.40 Transport for London
- 4.41 Further information requested. No objections raised.
- 4.42 London Underground

- 4.43 No objections subject to conditions.
- 4.44 Network Rail
- 4.45 No comments to make.
- 4.46 Historic England Archaeology (GLAAS)
- 4.47 No archaeological requirements.
- 4.48 London Fire Service
- 4.49 Satisfied with the proposals.
- 4.50 Health and Safety Executive
- 4.51 The proposed development site is not within the consultation distance of a major hazard site or major accident hazard pipeline.
- 4.52 Canal and River Trust
- 4.53 No objections raised.
- 4.54 London Wildlife Trust
- 4.55 No comments received.
- 4.56 Friends of the Earth
- 4.57 No comments received.
- 4.58 North London Waste Authority
- 4.59 No comments received.
- 4.60 Tree Trust for Haringey
- 4.61 No comments received.
- 4.62 Metropolitan Police
- 4.63 No objections subject to conditions.
- 4.64 LB Waltham Forest
- 4.65 No comments received.

5 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 28 neighbouring properties;
- Local neighbourhood groups, including Friends of Tottenham Marshes;
- Public notices were erected in the vicinity of the site.

5.1.1 No third party comments have been received.

6 MATERIAL PLANNING CONSIDERATIONS

6.1.1 The main planning issues raised by the proposed development are:

1. Principle of the Development
2. Design and Appearance
3. Parking and Highway Safety
4. Flood Risk and Drainage
5. Carbon Reduction
6. Ecology and Landscaping
7. Air Quality and Land Contamination
8. Other Considerations
9. Section 106 Heads of Terms

6.2 Principle of the Development

6.2.1 The principle of a refuse depot has been accepted on this site under HGY/2015/2650 approved in December 2015 which is an extant permission. Since then there have been changes to National and local policy but these do not materially impact the policy position on the principle of development.

6.2.2 The National Planning Policy Framework (NPPF) 2019 establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.3 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'.

6.2.4 The consolidated London Plan (2016) sets out objectives for development through a range of planning policies. The policies in the London Plan are

accompanied by a suite of Supplementary Planning Guidance (SPGs) documents that provide further guidance and policy advice.

- 6.2.5 The draft new London Plan is also a material consideration in the assessment of this application but is only given limited weight.
- 6.2.6 Policy SP8 of the Local Plan states that that Council will secure a strong economy in Haringey and shall achieve this through the provision of additional floor space in 'B-Class' uses, including through the reconfiguration and re-use of surplus employment designated land and the intensification of existing employment sites. The policy also states that the Council will support local employment and regeneration aims and will contribute to a diverse North London economy by promoting logistics and other industrial-type industries.
- 6.2.7 Policy DM37 of the Development Management (DM) DPD states that proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development is consistent with the range of uses in Policy SP8. Proposals should be designed to be flexible, have adequate provision for on-site servicing and goods vehicles, improve the environmental quality of the site and the local area and provide a demonstrable improvement in the use of the site for employment purposes with regard to floorspace, jobs and the Council's economic and Local Plan objectives.
- 6.2.8 The application site is designated as a Strategic Industrial Location.
- 6.2.9 The proposed development is for the expansion of the existing Council depot facilities on this site and the creation of new employment floor space in the form of a two storey/double-height office and vehicle workshop, plus ancillary stores, operational buildings and vehicle parking areas. Most of the application site is currently vacant land. The site was previously occupied by a chemicals factory but all buildings relating to that earlier use have now been removed or demolished and the ground laid to rubble. As such, the proposal would make use of previously developed land that is currently unoccupied.
- 6.2.10 The proposal would replace the existing Council depot operations that currently take place at Ashley Road. The depot is expected to accommodate 268 staff. This proposal would enable the release of the Council's Ashley Road site and allow its future development for housing in accordance with its designation as the northern part of Site Allocation TH7 (Ashley Road North) of the Tottenham Area Action Plan.
- 6.2.11 Therefore, the proposed development would be acceptable in principle as the use proposed is acceptable in SIL, it enables the re-use of this previously developed land, provides new employment floor space and would facilitate the Council's long-term regeneration objectives. As such, the application is in

accordance with Policies SP8 and DM23. This is subject to compliance with all other relevant planning policies as described in the sections below.

6.3 Design and Appearance

6.3.1 The NPPF 2019 states that good design is a key aspect of sustainable development and that developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.3.2 London Plan Policies 7.4 and 7.6 state that buildings should be of a high-quality design and should make a positive contribution to the streetscape. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. These objectives are supported by Policy DM1 of the DM DPD.

Scale, Layout and Detailed Design

6.3.3 The application site is in an industrial area that is characterised by transport depots. It is currently only partly occupied and is mostly covered by overgrown plants, demolished material and hardstanding. There are some temporary and lightweight structures on the northern part of the site, and a double-height salt barn to its western side.

6.3.4 The proposed development would regenerate this mostly derelict site by erecting a new two storey office and workshop building, ancillary single storey buildings and structures, and surrounding vehicle parking and circulation areas.

6.3.5 The building would be 118 metres wide, 17.9 metres deep and a maximum 9.9 metres in height. It would be located close to the northern site boundary. The building would be a functional utilitarian industrial building. It would be finished in grey cladding with grey metal windows and doors and would feature a dual pitched roof to the workshop element (western part) and a mono-pitched roof behind a parapet to the office (eastern part).

6.3.6 Signage would be added to the eastern elevation to add visual interest to the building as viewed from Watermead Way.

6.3.7 The Council's Design Officer has been consulted on this proposal and states that the workshop/office building would appear toned-down, recessive and subservient in colour and appearance, helping it to 'disappear into the background' and merge into the wider landscape of hardstanding.

6.3.8 The other proposed buildings, including the re-located bin repair enclosure, would all be single storey in height and would not be prominent in public views given their location either well away from Watermead Way or towards the far

southern end of Marsh Lane, and given they would be screened from public areas by fencing.

- 6.3.9 The development proposal would bring additional visual improvements to the site including replacement fencing to site boundaries and prominent areas of new soft landscaping including a large area of tree, shrub and wildflower planting fronting Watermead Way.
- 6.3.10 The Council's Design Officer states that the development proposals will be "fit for purpose, easily maintained, and will sit in the background. In form, siting, site layout, materials and colours, the proposals will not 'shout loudly' but create the minimum impact and visibility."
- 6.3.11 The Design Officer comments also support the landscaped context of the proposals, particularly the quality of the soft landscaping on the eastern side of the site which would consist of significant vegetation and trees.
- 6.3.12 Taking into account the site context and functionality of the proposal, the appearance of the building is considered to comply with policy.

Access and Security

- 6.3.13 The building has been designed within level access thresholds and wide doorways throughout. The first floor of the office would be accessible by lift.
- 6.3.14 The existing fencing on the south-eastern and western sides of the site would be replaced with security mesh fencing. Additional fencing would be provided in key areas, including to the eastern side of the main operational part of the site, to maximise the security of the depot activities. Access to this area would be controlled by gatehouse security staff. Staff access to the buildings would be controlled via fob.
- 6.3.15 Existing palisade fencing on the eastern site boundary would be realigned and partly screened by planting. CCTV and pole-mounted lighting would provide additional security benefits.
- 6.3.16 The proposed development would bring new activity, and additional visual and security improvements, to a currently vacant site. It would have a high quality and contemporary functional appearance that would be appropriate in the local context and would have a positive impact on the character of the surrounding area.
- 6.3.17 Therefore, the proposed development is acceptable in design terms.

6.4 Parking and Highway Safety

- 6.4.1 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided.
- 6.4.2 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.4.3 The site has a public transport accessibility level (PTAL) of 2, which is considered low. There are four bus routes operating within the vicinity of the site and the frequencies of buses on the routes serving the site range from four to twelve vehicles per hour. The nearest bus stop is an approximate 480 metre walk from the site in Northumberland Park. Therefore, although the PTAL rating of the site is low, the buses operating in the vicinity of the site provide good connectivity to nearby stations, such as those at Tottenham Hale and White Hart Lane.
- 6.4.4 The closest rail station is Northumberland Park, which is an approximate 300 metre walk from the site. The train service is a low frequency service but is set to increase to 4 trains per hours as part of the upgrades to facilitate development at Meridian Water.
- 6.4.5 The proposed development would relocate the Council's existing waste depot at Ashley Road to the site, the distance between the existing and proposed depot sites is approximately 600 metres. The road trips that are anticipated to be generated by this development are not therefore new trips on the road network but instead are trips which have been relocated from a different part of the network nearby (i.e. the existing depot). The hours of operation and times of peak trip generation are also similar to the existing depot, i.e. 24 hour activities with most vehicle trips taking place between 5am and 7am. As such, the Transportation Officer has raised no objections to the trip generation aspect of this proposal.
- 6.4.6 The proposed development would relocate the main vehicle access to the site from Marsh Lane to Watermead Way. The Marsh Lane access would be retained for emergency access only. This new access would be shared with the neighbouring bus depot and would be supported by a three-way signalled junction. As part of the highway re-modelling in this area the existing signalled crossing to the east of the site would be removed. The existing cycle route into the Lee Valley Regional Park would be realigned as part of the new crossing arrangements. This would be secured by condition. The Transportation Officer states that this new junction has been modelled to their satisfaction and is supported.

6.4.7 The proposal provides cycle parking in accordance with the London Plan. Vehicle parking provision would be similar to that available at the existing depot at Ashley Road. The exact number of parking spaces proposed is described below:

Vehicle Type	No.	Other Info
<i>Operational Vehicle Parking</i>		
HGVs	57	
LGVs	29	
SGVs	26	Incl. 14 electric charging spaces
<i>Staff and Public Parking</i>		
Cars (Staff)	62	Incl. 6 wheelchair accessible spaces
Cars (Public Parking)	6	All electric charging spaces
Motorbike	6	All covered
Bicycles	40	All covered

6.4.8 The amount of parking provided is dictated by the operational requirements of the development. The applicant has attempted to minimise the parking provision where possible. The Council's Transportation Officer has therefore raised no objections to the level of parking provided.

6.4.9 The applicant has committed to improving the public right of way to the south of the site as part of this proposal, by improving the fencing on the shared boundary and improving lighting to that route, amongst other measures. The Transportation Officer has requested further information on the specific details of these improvements, and this will be secured by condition.

6.4.10 As such, the Council's Transportation Officer supports this development proposal and considers that the relocation of the existing Council depot to a new site in Marsh Lane is acceptable, subject to conditions in respect of a workplace travel plan to maximise the take-up of sustainable transport, and the provision of construction management/logistics plans to ensure disruption to the highway network from the construction of the development is minimised, as well as the legal clauses referenced above.

6.4.11 Therefore, the application is acceptable in parking terms and in terms of its impact on the public highway.

6.5 Flood Risk and Drainage

6.5.1 London Plan Policies 5.12 and 5.13 call for measures to reduce and manage flood risk. Local Plan Policy SP5 makes clear that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) to improve

water attenuation, quality and amenity. Policies DM24 and DM25 of the DM DPD require measures to reduce and manage flood risk and incorporate SUDS.

- 6.5.2 The site is located within Flood Zone 2, which is defined as having a medium probability of flooding. It is also located within a Source Protection Zone 1 (SPZ1)

Flood Risk

- 6.5.3 The NPPG identifies the proposal as 'more vulnerable' which is appropriate in Flood Zone 2 and a site specific flood risk assessment (FRA) has been provided. The Environment Agency has reviewed the FRA and raises no objections in relation to flooding.
- 6.5.4 Paragraph 155 of the NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 6.5.5 Paragraph 3.1.15 of Local Plan Policy SP1 states that the sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with Planning Policy Statement 25 (which has been superseded by the NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located. This is in accordance with Paragraph 162 of the NPPF which states that "where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again.". Therefore subject to appropriate flood resilience and resistance the proposal is considered acceptable in terms of flood risk.
- 6.5.6 The application site has a predominantly low or very low risk of fluvial (river and sea) and pluvial (surface water) flooding. However, the far north-west corner of the site would have a medium risk of fluvial flooding due to its close proximity to Pymme's Brook. Other small parts of the site would have elevated medium and high flood risk levels due to their nature as particularly low points on the existing site that correspond to surface water sewers, drains or ditches. These drops in land level would be levelled as part of this application. Any flooding caused by a failed reservoir would be mitigated by the River Lee Navigation channel.
- 6.5.7 The flood risk of the site would be mitigated through site levels and the installation of a wide range of sustainable drainage measures including the installation of a swale in the area of highest (medium) flood risk. Therefore, it is considered that the requirements of the exception test would be met.

6.5.8 As such, it is considered that the proposed development is not at risk of flooding and is acceptable in this regard.

Drainage

6.5.9 The drainage strategy submitted with this application shows that car parking areas would be made of permeable hardstanding to help attenuate surface water run-off. Rainwater would permeate through this surfacing and a sub-base and would then be held in a lining before entering the sewer system at a controlled rate.

6.5.10 Geo-cellular storage would be provided underground to help with this attenuation of water. Additional water attenuation is achieved by the swale and soft landscaping that would be provided to the east of the site.

6.5.11 The proposed surface water run-off rate has been estimated at 20 l/s. This is a considerable betterment against the existing run-off rate of more than 200 l/s. The previous application at this site was approved with a run-off rate of 26 l/s. Therefore, the proposed run-off rate is welcomed and has been deemed acceptable by the Council's SUDS Officer.

6.5.12 The vehicle refuelling and washing areas would be designed to drain into the existing foul network with an appropriate oil interceptor also installed.

6.5.13 The provision of lining means that no water would permeate through to the existing soil, which would prevent the potential contamination of ground water sources as required due to the site's location within SPZ1.

6.5.14 The SUDS Officer supports the site drainage provisions and recommends that full details of the proposed surface water drainage scheme, including information in respect of its future management and maintenance, are secured by condition. These are included in the decision notice.

6.5.15 Thames Water have commented and raised no objection to the proposal.

6.5.16 The EA has commented on this application and object to the proposals because they consider the risks to groundwater from the development to be unacceptable. The objection requests further information in respect of the details of the fuel tank storage, infiltration drainage and waste storage and management before the development proposal can be deemed to be adequately protective of groundwater. Additional information has been submitted to meet the EA requirements and the Council considers that the EA is likely to withdraw this objection, pending further discussions. Any further comments, including recommended conditions, by the EA shall be reported to the Planning Committee.

6.5.17 As such, it is considered that the proposal is acceptable in terms of its sustainable drainage provision.

6.6 Carbon Reduction

6.6.1 The NPPF, Policies 5.1-5.3 and 5.5-5.9 of the London Plan 2016, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.

6.6.2 The applicant has submitted an *Energy Usage and Sustainability Statement* in support of this application. The report describes how passive design strategies including natural daylighting, building fabric efficiencies and high-performance glazing would be incorporated into the proposed development. Combined with active design strategies such as heat recovery ventilation and energy monitoring these measures contribute towards minimising carbon emissions from the scheme.

6.6.3 The proposal would also incorporate three air source heat pumps and 330 sq.m. of photovoltaic (solar) panels. In total these measures provide a 43.76% reduction in carbon dioxide against 2013 Building Regulations, which is significantly above the required London Plan 35% carbon reduction target. The remaining carbon (42.766 tonnes per year) must be offset. Battery storage would be provided to ensure all energy generated on site would be consumed thereby minimising wastage. This is accepted as a direct offset for the remaining carbon emissions.

6.6.4 Electric vehicle charging would be provided for twenty vehicles. The proposed development would achieve the requirements of BREEAM 2014 'Very Good'. Therefore, it is considered that the application is acceptable in terms of its provision of adequate levels of carbon reduction.

6.7 Ecology and Landscaping

Ecology

6.7.1 London Plan Policy 7.19, Local Plan Policy SP13 and Policy DM19 of the DM DPD require that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance SINC's.

6.7.2 The eastern side of the application site is located within the Lee Valley Regional Park. The *Preliminary Ecological Appraisal* submitted with the application states that the site is currently covered with dense scrub and other planting. It also states that nesting birds and reptiles may exist on the site, whilst there is also the potential for foraging and commuting bats. Nesting birds must be checked for prior to the clearance of the site and this can be secured by condition.

- 6.7.3 The *Reptile Report* submitted with the application found no reptiles on site and also recommended precautionary measures to ensure there is no harm to reptiles in the case that any migrate to the site from nearby habitats. These measures can be secured by condition.
- 6.7.4 The Council's Nature and Conservation Officer has confirmed that lighting and noise from the 24-hour activities of the proposed development would not impact on the nature protection designations, and therefore foraging/commuting bats would not be significantly affected.
- 6.7.5 Japanese knotweed previously existed on the site and another invasive species, Himalayan Cotoneaster, has also been found. All knotweed has been treated and removed and a *Knotweed Management Plan* has been submitted to the satisfaction of the Council's Nature and Conservation Officer. Himalayan Cotoneaster must be removed by a specialist and this can be secured by condition.

Landscaping

- 6.7.6 Policy DM1 of the DM DPD states that landscaping and planting shall be integrated into development proposals. SP13 of the Local Plan states that the Council will work with the Lee Valley Regional Park Authority to protect and enhance access to the park.
- 6.7.7 The proposed development has a corridor of soft landscaping of up to 25 metres in width from the eastern site boundary. This landscaped area would include tree, shrub and wildflower planting to provide year-round seasonal interest and contribute towards local biodiversity. It would incorporate a swale in the north-eastern corner of the site. This would improve the appearance of the site as viewed from Watermead Way.
- 6.7.8 This landscaped zone is larger than previously approved as part of the former application for a Council depot at this site in 2015 (Ref. HGY/2015/2650).
- 6.7.9 There are no significant trees on the application site, as only saplings are identified by the *Preliminary Ecological Appraisal*. It is not considered necessary to retain these trees. More than twenty new trees would be planted as part of this application.
- 6.7.10 Further planting is provided across the site. The Council's Nature Conservation Officer has reviewed the landscaping scheme and considers the proposals to be acceptable.
- 6.7.11 The Lee Valley Regional Park has objected to this application on the basis that the proposed 'green corridor' on the eastern side of the site would be interrupted

by the new vehicle access. However, the quantity and quality of soft landscaping would be significantly improved in comparison to the 2015 planning permission to which they did not raise objection. Furthermore, locating a new vehicle access on Watermead Way provides other public benefits including improving the pedestrian/cycle environment on Marsh Lane and Marigold Road, which is a key link to the Lee Valley Regional Park, by restricting heavy vehicle traffic to the Watermead Way.

6.7.12 Therefore, the application is acceptable in terms of its impact on ecology and landscaping.

6.8 Air Quality and Land Contamination

Air Quality

6.8.1 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction.

6.8.2 An *Air Quality Assessment (AQA)* has been submitted with the application. The report states that there is predicted to be a negligible to low risk of dust from construction creating nuisance and/or loss of amenity. It also states that the potential for adverse health effects from increased levels of particulate matter derived from the development proposal would also be negligible to low. Furthermore, a series of mitigation measures, including dust suppression techniques, dust monitoring inspections and vehicle wheel washing, are proposed during the construction phase that would minimise these risks further, to the point that the impacts would be assessed as 'not significant'.

6.8.3 The AQA also shows that the operational phase of the development would have a 'negligible' impact on nitrous oxide or particulate matter and so the impact of the proposal on air quality is 'not significant'.

6.8.4 The development is expected to be air quality neutral and in addition to this further air quality improvement measures are proposed in the form of electric vehicle charging installations. Air quality controls for the construction process shall be secured by condition.

6.8.5 As such, the Pollution Officer raises no objections to the proposal.

Land Contamination

6.8.6 London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back into beneficial use. Policy DM23 requires development proposals on potentially contaminated land to follow a risk

management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

- 6.8.7 The applicant has submitted a *Contaminated Land Risk Assessment* which states that soil samples from the site indicate that there is low risk to human health from potential contaminants in the made ground and that there is also a low risk of potential contaminants migrating into the adjacent Pymme's Brook watercourse.
- 6.8.8 As such, no remediation is required in respect of human health or watercourse impacts.
- 6.8.9 The report recommends that measures are taken to ensure contractors are adequately protected during construction works and that any unforeseen contamination can be adequately dealt with. These measures can be adequately secured by condition.
- 6.8.10 The Council's Pollution Officer has raised no objections to the proposal but recommends that further investigation of contamination matters occurs. This has been secured by condition together with appropriate remediation to be carried out later if required.
- 6.8.11 Therefore, the application is acceptable in terms of its impact on air quality and land contamination.

6.9 Other Considerations

Impact on Neighbouring Amenity

- 6.9.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.9.2 The nearest residential properties are more than 130 metres away on Shelbourne Road to the west from the application site. Therefore, it is considered that the proposal would not impact on neighbouring amenity.

Archaeology

- 6.9.3 Policy DM9 of the DM DPD states that proposals will be required to assess the potential impact on archaeological assets.
- 6.9.4 The 'Archaeological Desk-Based Assessment' submitted with this application states that *"Even though the site itself, as a recognisable plot of land at least, has a long traceable history, there is little to suggest that it has any great archaeological potential. Any buried remains or waterlogged deposits are likely to*

have been significantly affected, or removed, by the development of the site from 1902 onwards.”

- 6.9.5 Historic England’s Archaeological Advisory Service (GLAAS) has raised no objections to this proposal, noting that the lightweight nature of the proposed development would have no foreseeable impact on the site’s archaeology.
- 6.9.6 As such, the application is acceptable in terms of its impact on archaeology.

Fire Safety

- 6.9.7 Fire safety is not a planning matter and it is usually assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example.
- 6.9.8 Nevertheless, the applicant has submitted a fire strategy as part of their Planning, Design and Access Statement. The proposed office/workshop building would not be fitted with sprinklers but would still satisfy Building Regulations.
- 6.9.9 Sixty-minute fire separation is provided between the workshop and office areas. There is a fire hydrant available in a location immediately outside of the Marsh Lane site entrance.
- 6.9.10 The London Fire Brigade has been consulted on this application and is satisfied with the proposal. There are no other safety concerns with the scheme.
- 6.9.11 As such, the proposed development is acceptable in terms of its fire safety provision.

6.10 Conclusion

- The principle of the development was previously established in 2015, and would release land in Tottenham Hale for future regeneration including the provision of new housing;
- The design is functional, sustainable, contemporary and high-quality
- The development would provide an appropriate level of vehicle parking given the operational requirements of the site, and would not impact on highway safety;
- The development would provide appropriate on-site carbon reduction measures plus a carbon off-setting payment, as well as good quality drainage and soft landscaping;
- The proposal would enhance biodiversity.

6.10.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

6.11 Community Infrastructure Levy

6.11.1 Based on the information submitted with the application, the Mayoral CIL charge would be £147,840 (2,464sqm x £60 x 1) and the Haringey CIL charge would be nil.

6.11.2 This is based on the following figures derived from the submitted floor plans and the applicant's CIL form:

- Proposed new non-residential floorspace – 2,464sqm.

6.11.3 CIL will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, or for failure to submit a commencement notice and/or for late payment, and will be subject to indexation in line with the construction costs index at the time.

6.11.4 An informative will be attached to any decision notice advising the applicant of this charge.

7 RECOMMENDATIONS

7.1.1 GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

7.1.2 Applicant's drawing No.(s): HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

7.1.3 Supporting documents also approved: Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

Conditions:

1. The development hereby authorised must be begun not later than the expiration of three 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 and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby permitted shall be carried out in material compliance with the following approved plans and specifications:

HML-MMD-XX-XX-DR-D-0001 Rev. P2, HML-MMD-XX-XX-DR-C-0001 Rev. P2, HCMLD-WBA-NB-RF-DR-A-PL_111, HCMLD-WBA-NB-ZZ-DR-A-68_100 Rev. P1, HCMLD-WBA-NB-ZZ-DR-A-PL_100; HCMLD-WBA-SI-XX-DR-A-PL-105 Rev. P2, and 112 to 114; HCMLD-WBA-SI-XX-DR-A-PL_104, 106 to 110; HCMLD-WBA-NB-XX-DR-A-PL_101 Rev. P1, 102 and 103; 18/3037/M50-RF01, 18/3037/E60-RF01, 18/3037/E63-EX01; 0053.PP.001 Rev. PL02105; Light Spill Plan (un-numbered, Rev. 2); Office Block External View from South East (with indicative signage), Office Wall Cladding Details.

Supporting documents also approved:

Archaeological Desk-base Assessment, Energy Usage and Sustainability Statement, Preliminary Ecological Appraisal, Habitats Regulations Assessment Report, Planning Design and Access Statement, Soft Landscape Specification & Landscape Management Plan, Noise Impact Assessment (Rev. A), Desk Study Report, Contaminated Land Risk Assessment, Transport Assessment, BREEAM Overview, Knotweed Management Plan, Flood Risk Assessment, Air Quality Assessment, Reptile Report.

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

3. The development hereby approved shall not commenced until detailed design and method statements (produced in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority. The statements shall:
 - Provide details on all structures facing LU elevation or adjacent to LU property boundary;
 - Provide details on the use of tall plant/scaffolding;
 - Accommodate the location of the existing London Underground structures;

- Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land;
- Demonstrate that there will at no time be any potential security risk to our railway, property or structures.

The development shall thereafter be carried out in accordance with the approved statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with Table 6.1 of the London Plan 2016, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

4. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.

Reason: To ensure a safe environment in accordance with Policy 7.3 of the London Plan 2016 and Policy DM2 of the Development Management DPD.

5. Prior to the first occupation of the development hereby approved a Workplace Travel Plan (WTP) for the commercial use must be submitted to and approved in writing by the Local Planning Authority. The developer must appoint a designated Travel Plan Coordinator who shall work in collaboration with the Facility Management Team to monitor the Workplace Travel Plan initiatives annually for a period of two years. The WTP shall secure the following measures:
 - a) Provision of travel packs for staff members containing public transport and cycling/walking information, and bus/rail/tube maps and timetables;
 - b) Provision of showers, lockers and changing room facilities within the development.

Reason: To promote travel by sustainable modes of transport in line with the London Plan, the Council's Local Plan SP7 and Policy DM32 of the Development Management DPD.

6. Prior to the commencement of work on site a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to and approved

by the Local Planning Authority. The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Marsh Lane, Marigold Road and Watermead Way is minimised. Construction vehicle movements shall be carefully planned and coordinated to avoid the AM and PM peak travel periods. The plans shall demonstrate appropriate consideration of other developments that are being constructed locally and shall implement measures to safeguard and maintain the operation of the local highway network during the construction process. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the impacts of the development proposal on the local highways network are minimised during construction.

7. The development hereby approved shall not commence (other than site set up works) until a statement is received and approved in writing by the Local Planning Authority confirming that the surface water drainage scheme for the site shall meet the following requirements:
 - Be constructed in accordance with the Flood Risk Assessment submitted with this application, dated 01 April 2019;
 - Be constructed in accordance with drawing no. HML-MMD-XX-XX-DR-D-0001 rev. P1
 - Shall be appropriately lined to mitigate against infiltration;
 - Shall achieve the expected 20 l/s run-off rate.
 - The statement shall also include details of the surface water drainage scheme's management and maintenance after completion of the development and the scheme shall subsequently be implemented in accordance with the approved details before the site is occupied.

8.

Reason: To comply with Policy DM25 of the Development Management DPD which requires sensitive surface water management.

9. Prior to installation details of the gas boilers to be provided for space heating and hot water should be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%). The development shall be implemented in accordance with the approved details.

Reason: As required by The London Plan Policy 7.14.

10. Prior to commencement of the development details of height calculations, diameters and locations of any flues must be submitted for approval by the Local Planning Authority. The development shall be implemented in accordance with the approved details

Reason: To protect local air quality and ensure effective dispersal of emissions.

11. Prior to the commencement of works the site the 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

12. Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.

REASON: To protect local air quality.

13. All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.

REASON: To protect local air quality.

14. 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 Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG 'Dust and Emissions Control' and shall also include a Dust Risk Assessment. The development shall be implemented in accordance with the approved details

Reason: To Comply with Policy 7.14 of the London Plan

15. If site vegetation is to be removed during the bird breeding season (March-August inclusive) the vegetation shall first be checked for nesting birds, with this check supervised by an appropriately qualified Ecological Clerk of Work, no more than 48 hours prior to removal. If active nests are found, any young shall be allowed to fledge prior to vegetation removal and a buffer around the nest shall be installed to minimise disturbance and shall remain in situ whilst the nest is active.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

16. During the clearance of the site the recommendations of the Reptile Report shall be followed in full. For the avoidance of doubt these measures include:

- Vegetation clearance to be completed in set phases during the active reptile season (March to September inclusive) and to be cut by hand or machine mounted blade only;
- Cut vegetation to be cleared from the site as soon as the cut is done to avoid creating new refugia for reptiles;
- Vegetated area ground disturbance to be supervised by a suitably qualified ecologist;
- Any log or rubble piles or other natural refugia on site to be searched by a suitably qualified ecologist and dismantled by hand.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

17. Prior to the commencement of the development hereby approved a two metre exclusion zone shall be installed around the invasive species Himalayan Cotoneaster (*cotoneaster simonsii*) and an appropriately qualified Invasive Species Specialist shall be engaged to remove this plant from site.

Reason: To protect local biodiversity in accordance with Policy DM1 of the Development Management DPD.

18. No works shall commence on site until details of the active and passive electric vehicle charging points have been submitted to the Local Planning Authority and approved in writing. The details shall include:

- a) Location of active and passive charge points;
- b) Location of associated parking spaces;
- c) Specification of charging equipment;
- d) Operation/management strategy.

The development shall be implemented in accordance with the approved details

Reason: To comply with London Plan Policy 6.13.

19. Prior to the commencement of the development (other than for investigative work):

- a) Using the information obtained from the previous assessments, an additional site investigation, sampling and analysis shall be undertaken at the site as appropriate. The investigation must be comprehensive enough to enable: (i) a risk assessment to be undertaken, (ii) refinement of the Conceptual Model, and (iii) the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its written approval;

- b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements in respect of the site, 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 the Plot;
- c) Where remediation of contamination on the site is required completion of the remediation detailed in the approved 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 first occupied.

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

20. Prior to first occupation of the development hereby approved, the following shall be in place:

- Provision of a new signalled junction to the satisfaction of the Council's Transportation Officer
- Existing crossing shall be removed
- Existing cycle route from Watermead Way shall be re-routed through the new road crossing to provide a connection to the Lee Valley Regional Park
- The public right of way connecting Marsh Lane to Watermead Way (south of the site) shall be re-surfaced
- The detailed design of the proposed improvements, including details of how light spill shall illuminate this path, shall be submitted to and approved by the Council within six months of the first commencement of works on site
- Cycle directional signage shall be retained and/or upgraded as required
- Design details of the proposed improvements shall be submitted to and approved by the Council within six months of the first commencement of works on site and prior to the removal of the existing crossing

Reason: To promote travel by sustainable modes of transport in line with the London Plan, the Council's Local Plan SP7 and Policy DM32 of the Development Management DPD.

INFORMATIVES

1. 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. The Council has made available detailed advice in the form of our development plan comprising the London Plan 2016 and the Haringey Local Plan 2017 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.
2. Based on the information submitted with the application, the Mayoral CIL charge would be £147,840 (2,464sqm x £60 x 1) and the Haringey CIL charge would be nil.
3. The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 legal agreements.
4. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
5. The new development will require numbering. The applicant should contact Haringey 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.
6. Prior to demolition/relocation 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.
7. Contractors & developers undertaking significantly noise-creating construction works within the London Borough of Haringey are restricted to the following dates and times: Monday – Friday 08.00 – 18.00hrs; Saturday 08.00 - 13.00hrs; Sundays & Bank Holidays – no significantly noise-creating works permitted. Major developments are encouraged to apply for prior consent under Section 61 of the Control of Pollution Act 1974.
8. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding and security;
9. 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.

10. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.