

## **REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2009/0598

**Ward:** Bounds Green

**Date received:** 07/04/2009

**Last amended date:** 28/05/2009

**Drawing number of plans:** 4057-01 rev C, 02 rev A, 03 rev A, 04 rev A; 4057-sk01 rev L, 06 rev E, 07 rev I, 08 rev I, 09 rev A, 10 rev A, 11 rev A, 12 rev A, 13 rev A, 15, 16, 17 rev A, 18 rev A, 19 rev A; TS06-147G\1, 2, 3;

**Address:** Bounds Green Industrial Estate, The Ringway, N11

**Proposal:** Erection of 1,672 sqm of Use Class B8 storage for Safestore; erection of 6 Use Class B2 units (total 3,334 sqm) and 1 Use Class B1 unit (325 sqm); with associated parking (112 spaces for whole estate including 7 for disabled persons) and landscaping.

**Existing Use:** Industrial

**Proposed Use:** Industrial / Storage

**Applicant:** Mr Ian Dubber, Workspace Group Ltd

**Ownership:** Private

## **PLANNING DESIGNATIONS**

Retrieved from GIS on 09/04/2009

Road Network: Borough Road

**Officer Contact:** Robin Campbell

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement.

## **SITE AND SURROUNDINGS**

Bounds Green Industrial Estate is located on the south side of the North Circular Road (A406), at the junction with Bounds Green Road (A109). To the west of the site is the East Coast Main Line and to the east is a mix of new build residential apartment blocks and commercial units, accessed off the Ring Way. Bounds Green Industrial Estate is also accessed via The Ring Way, which leads off Bounds Green Road. The site is approximately 2.796 hectares in size and is occupied by a mix of small industrial / workshop units, predominantly two stories in height.

## **RELEVANT PLANNING HISTORY**

HGY/1993/0133 - Continuation of use as car breakers and variation of condition 3 attached to planning permission HGY/31883 to be personal to be personal to kengrade Ltd only – Granted, 07/06/93.

HGY/1994/0782 - Change of use from Class B2 to B4 – Granted, 23/08/94.

HGY/1997/1384 - Demolition of existing buildings on site and change of use of the site for wholesale of building materials – Granted, 06/01/98.

OLD/1985/0091 - Non ferrous metals and parking of parkable caravan for office – Granted, 10/12/85.

OLD/1986/0089 - Retention of two demountable classrooms – Granted, 19/09/86.

OLD/1986/0090 - Construction of workshop extension and canopy, removal of temporary office accommodation and erection of extension to rear of workshop to provide new ancillary offices and toilet accommodation – Granted, 11/03/86.

## **DETAILS OF PROPOSAL**

Erection of 1,672 sqm of Use Class B8 storage for Safestore; erection of 6 Use Class B2 units (total 3,334 sqm) and 1 Use Class B1 unit (325 sqm); with associated parking (112 spaces for whole estate including 7 for disabled persons) and landscaping.

## **AMENDED PLANS**

Amended plans have been submitted showing the removal of Unit A9, adjacent to the entrance to the Ringway, in order to enable retention of groups of sycamore trees and other screen planting.

## **CONSULTATION**

17/04/2009

### Neighbour Notification

B.P. Filling Station, Pinkham Way, N11

70 – 85 (c) Tewkesbury Terrace, N11

Bounds Green Industrial Estate, Ringway, N11: Units A 1-6 up (c), units A 1-6 down (c), Unit B 1-10 up (c), unit B 1-10 down (c), unit B2A up, unit B2A down, Unit c 1-7 up (c), unit C 1-7 down (c), Unit D 1, 2, 1A, 1B up, Unit D 1, 2, 1A, 1B down, Unit E 1-4 up (c), Unit E 1-4 down (c), Unit E 1A, 1B, 2A, 2B up, Unit E 1A, 1B, 2A, 2B down, Unit F 1-3 (c).

Units 1-5 (c) Gateway Mews, N11

Units 1-7 (c) Sussex Works, Cline Road, N11

Cline Park Garage, Cline Road, N11

1-18 Simon Court, Ringway, N11

1-47 Lawson Court, Ringway, N11

Seat UK, Pinkham Way, N11

Builder Depot Ltd, Station Road, New Southgate, N11

### Internal Consultation

LBH Transportation Group  
LBH Cleansing  
LBH Building Control  
LBH Nature Conservation  
LBH Environmental Health (Noise and Pollution)

### External Consultation

Ward Councillors  
Bounds Green Residents Association  
Barnet Borough  
Enfield Borough  
London Metropolitan Police  
Health and Safety Executive  
Environment Agency  
London Fire Brigade  
Thames Water  
Network Rail  
Transport for London (TfL)

## **RESPONSES**

### Neighbour Notification

One independent objection has been received in relation to the proposed development and an objection has been received from Bounds Green Residents Association. A summary of the grounds of objection is detailed below:

- Increase problems with access and traffic associated with the development;
- Safety issues with vehicles accessing the industrial estate and children playing;
- Problems with noise, rubbish and dust;
- Loss of flank windows / natural daylight;
- Overdevelopment of the site; loss of flank windows, amenities and trees;
- Proposed units excessive in size;
- Unit B8 Safestore will look unduly high on the skyline.

A petition prepared by Bounds Green and District Residents Association, with 13 signatures has been submitted. The following text is attached:

*'We, the undersigned locally affected residents, urgently require town planning protection, and 21 day public consultation from our receipt of planning application drawings and (copious) documents submitted by the Developer for the proposed scheme and not yet supplied to us. Town planning exists to protect people and their environment and depends upon public consultation and participation'.*

### LBH Transportation Group

*This proposed development is in an area of medium public transport accessibility level with Bounds Green tube station some 840 metres reasonable walking distance away. There is also the 'Bus Route 221' which offers some 20 buses per hour for frequent bus connections from this site to Bounds Green tube station. We have therefore considered that majority of the prospective patrons/staff of this development would use sustainable travel modes for their journeys to and from this site. Our interrogation with TRAVL database suggests that based on comparable sites (Big Yellow Self Storage-SW18/KT3, Braintrim Ltd-NW10, EuroTech -CR0, Oriel Court Twiflex Ltd - TW2, Stratford Workshops-E15 etc), this development proposal would only generate a combined entering and exiting vehicle movements of some 15 vehicles during the morning or evening peak hours. Traffic at other times are predicted to be evenly distributed and below this level. This forecasted traffic is similar to that of the applicant's consultants' (Opus Joynes Pyke) although theirs was derived using TRICS trip database and predicted for off-peak morning hours. It is therefore deemed that this level of vehicular trips would not have any significant adverse effect on the adjacent roads.*

*Furthermore, the applicant has proposed 105 car parking spaces including 7 disabled bays and, 26 bicycle racks, as indicated on the Ground Floor Plan No.4057/SK01Rev.I. While it is acknowledged that the proposed car parking provision is significantly higher than the parking requirement set out in Appendix 1 2006 UDP for the entire site (a maximum of 7 car parking spaces plus a minimum of 12 disabled car parking spaces for 5689sqm GFA plus a further 7 and a minimum of 12 disabled car parking spaces for the remaining part of the site, hence equating to 38 in total), there is high parking demand associated with the existing operations at present with some 250 spaces estimated to be in use. This parking provision therefore represents less than half the current situation and a critical part of the proposed travel plan initiatives for this site.*

*However, there are some concerns with this development proposal as follows:*

*1. Inadequate disabled and cycle parking: We will ask that the number of disabled parking spaces be increased to 24, in line with the UDP standard. We will also require the applicant to increase the number of cycle parking to 44 and ensure that these are enclosed under secure shelters.*

*2. Substandard walking conditions around the site: The footways on Cline Road are substandard with uneven surface and no dropped kerb for the mobility impaired and parents with pushchairs / buggies. The footway abutting the residential development east of the private road Ringway is narrow and that on the west of this road has overgrown shrubs overhanging it at its junction with bounds Green Road. We will also require an improved walking route across the mini-park west of this intersection to replace the diagonal impromptu walking route linking the Ringway to the A406 Pinkham Way's footway/Petrol filling station and the footway immediately north of the adjoining eastern residential development.*

*3. Insufficient travel plan measures: We will require the applicant to provide comprehensive measures like:*

*i. Public transport incentives like the offer of season travel ticket loans to the*

- employees of the business premises;
- ii. The provision of Travel Information Points/terminals and where these are to be positioned within the site;
  - iii. Dedication of car parking spaces to car-sharers, as part of encouraging residents/staff to participate in this initiative;
  - iv. Car clubs: Financial incentives such as paying the set-up fees and first year membership for the first occupants of this development
  - v. The provision of pool bikes/bicycle loans and cycle training for staff of this development
  - vi. Travel Plan Monitoring: We will require an outline of the existing travel survey and how the travel plan measures are going to be monitored, especially in terms of the time and frequency of carrying out travel surveys to ascertain the effectiveness of measures already in place and ultimately ensure that staff and patrons of this site increase their use of sustainable travel modes.
  - .vii. Confirmation that each block would have shower room and integral cycle storage.

*In summary, albeit some highway improvement and travel plan measures geared towards minimising car-dependency are critical to this development proposal, it is deemed that these can be achieved through a S.106 agreement with the applicant to make financial contribution to walking/cycling enhancement and implement agreed travel plan measures.*

*Consequently, the highway and transportation authority would not object to this application, subject to the conditions that the applicant:*

- 1. submits a comprehensive Travel Plan Document for the entire site to the transportation policy and projects team for approval.  
Reason: To minimise the traffic impact of this development on the adjoining roads and increase the occupants' use of sustainable travel modes.*
- 2. contributes a sum of £140,000 (one hundred and forty thousand pounds), by way of S.106 agreement, towards walking and cycling improvement measures, in the vicinity of this proposed development.  
Reason: To improve the conditions for pedestrians and cyclists on the adjacent roads.*
- 3. provides 24 disabled parking spaces and, 44 cycle racks which shall be enclosed under secure shelters.  
Reason: To improve the conditions for the mobility-impaired and cyclists at this location.*
- 4. ensures that adequate width are provided for the footway along the private road, Ringway. Reason: To improve the conditions for pedestrians at this location.*

### *Informative*

*The new development will require naming and numbering. The applicant should contact the Transportation Team at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.*

### LBH Cleansing

No comment received at time of writing report.

### LBH Building Control

*From the details contained on the site layout plan the access for the fire fighting vehicles appears acceptable. However, the LFEPA should be consulted formally in this regard due to the complexity and varied uses on site.*

### LBH Nature Conservation

Confirmation has been received that the LBH Nature Conservation Officer is satisfied with the proposals provided that a condition is attached requiring the reinstatement of the car park area to the west of Block E for nature conservation use.

### LBH Environmental Health (Noise and Pollution)

#### *LBH Scientific Officer*

*I am reasonable satisfied with the contaminated land survey and report as complied by OPUS Joynes Pike Ltd and I am happy for the development to proceed in line with their recommendations / advice.*

*I have examined the Noise Assessment Report for Unit D3 at Bounds Green Industrial Estate.*

*British Standard BS8233 1999 is the tool for the job. The BS makes an assessment of the internal noise environment based on the noise climate outside. Table 1 shows that an Ambient level of 40 is good and 50 reasonable. The results indicate, as suspected, that the rail noise was the predominant feature but with a "strong" background from the A406 (not the A109 as mentioned in 2.3) North circular Road. There is some input to the background from the surrounding light industry.*

*Table 4 shows the external noise levels on the Southern & Western facades. Results were used to predict the internal noise levels. The Southern facade would be in the Good/Reasonable area and the Wetsern facade around the reasonable area. Careful use of the windows for ventilation should be able to provide an acceptable noise level with an acceptable temperature. It would be advisable to provide blinds or special glass on any South facing windows to reduce solar gain. As mentioned any subdivision of the office area may result in area(s) not adequately ventilated.*

*In general, although close to the railway, I feel Unit D3 can be operated in an acceptable environment for both noise levels and temperature. A predominant feature of rail noise is that it is not a continuous impact noise, but increase/decreases as the train approaches/ passes the observer. Complaints regarding rail noise are very few.*

#### Barnet Borough

No comment received at time of writing report.

#### Enfield Borough

No Objection

#### London Metropolitan Police

No comment received at time of writing report.

#### Health and Safety Executive

PADHI+ assessment undertaken: The HSE does not advise, on safety grounds, against the granting of planning permission in this case.

#### Environment Agency

A Flood Risk and Runoff Assessment was submitted with the planning application, prepared by OPUS. The Environment Agency (EA) have objected to the proposed development on the following grounds:

- The application lies within a Flood Zone 1 defined by Planning Policy Statement 25 as having a low probability of flooding. However, the proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. Paragraph E9 of PPS 25 requires applicants for planning permission to submit a FRA when development on this scale is proposed in such locations.
- In the absence of a FRA, the flood risks resulting from the proposed development are unknown. The absence of a FRA is therefore sufficient reason in itself for a refusal of planning permission. This reflects the precautionary approach to development in flood risk areas set out in paragraphs 10 and E9 of PPS25.

The EA identified that it was considered the content of the FRA which was submitted was inadequate. As such, the applicant has now prepared a revised FRA, which has been submitted to the EA for assessment. This revised FRA was received on 14 May 2009.

Subsequent feedback has been received from the EA, indicating that the objection shall be removed and conditions recommended. This shall be reported to the Committee.

#### London Fire Brigade

*The Brigade is satisfied with the proposals.*

## Thames Water

### *Waste Comments*

*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 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.*

## Network Rail

Network Rail has no objection in principle to the development, but has identified certain requirements which must be met, especially with the close proximity to the development of an electrified railway. These requirements are:

- All surface and foul water must be collected and diverted away from Network Rail property;
- All operations adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner. No materials or plant should be capable of falling within 3.0m of the nearest rail of the adjacent railway line;
- Excavations / earthworks should not interfere with the integrity of the railway;
- Security of the railway boundary will require to be maintained at all times;
- An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway specifically the 8 parking spaces and turning circle next to the B8 safestore, the 14 parking spaces next to Unit D3 and the 11 parking spaces next to Block E. There should be no storage of materials adjacent to network Rail boundary to a height exceeding existing fencing;



- NR fencing should not be altered or moved in any way. We would advise that the developer should provide a trespass proof fence adjacent to Network Rail's boundary (minimum 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged;
- Method statements may require to be submitted to Network Rail's Territory Outside Parties Engineer. Where appropriate an asset protection agreement will have to be entered into. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval;
- All/any building should be situated at least 2 metres from Network Rail's boundary. In particular the proposals should look at moving site Unit D3 at least 2 metres away from boundary;
- Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway;
- Detail of any external lighting should be provided as a condition if not already indicated on the application.

*I would advise that in particular the boundary fencing, Armco barriers, method statements, lighting and landscaping should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway.*

#### Transport for London (TfL)

*TfL do not believe this development will have an adverse impact on the TLRN or SRN and therefore, do not object to the proposal. TfL do however offer the following observations and recommendations:*

*There is no specific guidance on parking standards relating to general industrial use and in light of the approx 30% reduction (72 spaces) from the current parking levels, development of a travel plan, and proposals for controlled parking for each unit, TfL accept the levels of parking proposed.*

*Disabled parking bays should be designed in accordance with TAL 5/95.*

*The provision of 26 cycle parking spaces is welcomed by TfL.*

#### Trip Generation

*Trip generation figures have been generated using the TRICS database. TfL would have preferred that all surveys used were less than 5 years old. However, recognising that the number of representative sites in TRICS is limited and the majority of the sites GFA's are higher than the proposed storage development, the trip rates are considered relatively robust.*

### Construction and Servicing

*TfL recommend that both a Construction and Logistics Plan (CLP) and a Delivery Service Plan (DSP), as per the London Freight Plan 2008 are secured by condition on the site (related documents enclosed). These should aim to schedule vehicle movements associated with construction and deliveries away from the network peaks and consolidate deliveries where possible.*

## **RELEVANT PLANNING POLICY**

### National Planning Policy

PPS 1: Sustainable Development & Climate Change  
PPG 4: Industrial and Commercial Development and Small Firms  
PPS 9: Biodiversity and Geological Conservation  
PPS 10: Waste Management  
PPG 13: Transport  
PPS 22: Renewable Energy  
PPS 23: Pollution Control  
PPG 24: Planning and Noise  
PPS 25: Development and Flood Risk

### The London Plan – 2004

Policies 2A.1 / 2A.3 / 2A.7 / 3C.1 / 3C.2 / 3B.5 / 3B.11 / 4B.3 / 4B.6 / 4A.6 / 4A.7 / 4A.8 / 4A.9 / 4A.10 / 4A.11 / 4A.12 / 4A.13 / 4A.14 / 4A.15 / 4B.4 / 4B.5 / 4B.7 / 5E.1 / 5E.3

### Adopted Unitary Development Plan, 2006

Policy G1 Environment  
Policy G2: Development and Urban Design  
Policy G4 Employment  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD8 Planning Obligations  
Policy ENV1 Flood Protection: Protection of Floodplain, Urban Washlands  
Policy ENV2 Surface Water Runoff  
Policy ENV3 Water Conservation  
Policy ENV6 Noise Pollution  
Policy ENV7 Air, Water and Light Pollution  
Policy ENV9 Mitigating Climate Change: Energy Efficiency  
Policy ENV10 Mitigating Climate Change: Renewable Energy  
Policy ENV11 Contaminated Land  
Policy ENV13 Sustainable Waste Management  
Policy EMP3 Defined Employment Area – Employment Locations  
Policy M2 Public Transport Network  
Policy M3 New Development Location and Accessibility  
Policy M4 Pedestrian and Cyclists

Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes  
Policy M10 Parking for Development  
Policy OS6 Ecologically Valuable Sites and Their Corridors  
Policy OS17 Tree Protection

### Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements / SPG4 Access for All – Mobility Standards / SPG5 Safety by Design / SPG7a Vehicle and Pedestrian Movement / SPG7b Travel Plan / SPG7c Transport Assessment / SPG8b Materials  
SPG8c Environmental Performance / SPG8e Light Pollution / SPG8f Land Contamination / SPG8i Air Quality / SPG9 Sustainability Statement Guidance / SPG10e Improvements to public transport infrastructure and services

### Other

CABE Design and Access Statements.  
The Mayor's Energy Strategy (February 2004)

## **ANALYSIS/ASSESSMENT OF THE APPLICATION**

### **1.0 CONTEXT**

#### **1.1 Bounds Green Industrial Estate**

Bounds Green Industrial Estate is situated on the south side of the North Circular Road (A406), at the junction with Bounds Green Road (A109). It is approximately 2.796 ha in size and consists of a mix of one / two storey light industrial and general workshop units, constructed in the 1950's. Bounds Green Industrial Estate is owned and managed by Workspace Group plc. The site is accessed via The Ring Way, which leads off Bounds Green Road.

Together with Safestore, Workspace Group propose to invest in Bounds Green Industrial Estate to replace certain existing single storey units with two storey units, to create additional workspace units and to create a bespoke unit for Safestore in the north west corner of the site, which is currently an area of hard standing for car storage.

#### **1.2 Policy Basis / Principle of Development**

##### London Plan

Policy 3B.11 of the London Plan refers to 'Improving Employment Opportunities for Londoners', the overall objective of which is considered consistent with the proposed development which shall improve and provide additional workspace within Bounds Green Industrial Estate.

##### Haringey UDP (2006)

The site is covered by Defined Employment Area 2 designation within the Haringey UDP (2006). Schedule 3 of Haringey UDP (2006) identifies that Bounds Green Industrial Estate is an 'Employment Location', and as such, policy EMP3 'Defined Employment Areas – Employment Locations' is of relevance.

Policy EMP3: '*The Council will seek to protect the Employment Locations as identified in Schedule 3 and on the Proposals Map for employment generating uses*'. The UDP continues to identify that such DEA's contain land and buildings predominantly used for commercial or business activities.

Based on this, it is considered the proposed use classes of B1 'Business', B2 'General Industry' and B8 'Storage or Distribution' are consistent with the policy designation within Haringey UDP (2006). The principle of this development is considered acceptable in planning terms.

In addition to this, there are certain other policies and designations of relevance, which are as follows:

- Ecological Corridor, Policy OS6 – (Affects part of the south west corner of the site);
- Ecologically Valuable Site – Borough Grade I, Policy OS6 – (Affects part of the south west corner of the site);
- Improved Movement on North Circular Road (off-site);
- Thames Link 2000 (off-site).

Policy OS6 relates to development on Sites of Special Scientific Interest (SSSI's), statutory Local Nature Reserves, or other sites of importance for nature conservation value or ecological importance. A small section of the site (to the south west) is within the Ecologically Valuable Site (Borough Grade I) designation, which runs across to Muswell Hill golf course, and is also within the Ecological Corridor designation, which follows the railway line. The impact of the proposed development on these areas is assessed in section 3.6.

The Improved Movement on North Circular Road and Thames Link 2000 designation is not considered to impact on the principle of development in planning terms.

## **2.0 ENVIRONMENTAL IMPACT ASSESSMENT SCREENING**

### **2.1 Content**

A Screening assessment was undertaken for this proposed development at Bounds Green Industrial Estate, in line with the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (Si 1999/293). It was determined that the proposed development was not likely to have a significant effect on the environment and that an Environmental Impact Assessment was not required; this was because most of the proposed development will take place on land already covered by hard surfacing.

## **3.0 MAIN ISSUES**

### **3.1 Details of Proposed Development**

The proposed development is split into several different components, which are listed below.

### *Safestore Building*

The Safestore unit shall be located in the north west corner of the site, which is currently an area of hard standing, previously used for the storage of motor vehicles. The proposed Safestore building (use class B8) is a storage facility for the use of the general public and businesses. The facility provides areas for loading and unloading and provides trolleys for its clients' use. Limited parking is provided as indicated on the drawings.

The building has a small retail area within the Reception space which sells packaging materials and other storage related items. This is considered to be ancillary to the proposed main B8 (Storage) use class. There is a small office space accessed from the Reception space for staff and for meetings. The Safestore building has a proposed GIA of 1672 sqm.

### *Units A7, A8 and A9*

Unit A7 is a proposed steel portal frame, B2 (General Industrial) unit, located at the western end of the existing Block A, adjacent to the entrance to the proposed Safestore unit. It is proposed as single storey (235 sqm GIA), although shall reflect the height of the existing Block A units. It has upper level windows for possible future inclusion of a mezzanine level. This upper level ribbon window is proposed to respond to the existing fenestration of the adjoining units. The main part of the elevation is proposed in rendered cavity blockwork construction to match the white painted blockwork of the existing units. The corner element is articulated in glass and aluminium curtain walling.

Through discussions with the applicant, Unit A9 is proposed to be deleted from the scheme, in order to not impact upon the treed embankment which is between this part of the site and Bounds Green Road. Unit A8 is a steel portal frame, B1 (Business) unit, located at the east end of the existing Block A. A separate access to these units shall be created from the Ring Way, with 8 parking spaces (including 2 x disabled spaces). It is proposed to demolish the two existing small garage buildings at the rear of Block A (east end). Unit A8 is single storey, however, generally matches the scale and massing of the existing units. Unit A8 has a GIA of 325 sqm. The main elevation of Unit A8 shall consist of rendered cavity blockwork construction to match the white painted blockwork of the existing units and buff facing brickwork around the roller shutter door.

### *Units B4, B5, B6 and B7*

The existing units to be demolished are B4-5 and B6-7, which are single storey workshop units, bounded on either side by two storey units. These existing units are in a generally run down condition. It is proposed to develop two, two storey, B2 (General Industrial) units in the space of the existing single storey section. This shall provide four separate units in total:

- Unit B4, Lower ground, 367 sqm GIA
- Unit B6, Upper level, 376 sqm GIA
- Unit B5, Lower ground, 367 sqm GIA
- Unit B7, Upper level, 376 sqm GIA.

Two of the units shall be accessed from the lower ground level (north elevation) and two shall be accessed from the upper ground level (south elevation).

### *Units C3A, C4A, C3B and C4B*

The existing units to be demolished are C3 – C5, which are single storey workshop units, bounded on either side by two storey units. It is proposed to develop two, two storey, B2 (General Industrial) units in the space of the existing single storey units. This shall provide four separate units in total:

- Unit C3A – Use Class B2 – 294 sqm GIA
- Unit C4A – Use Class B2 – 294 sqm GIA
- Unit C3B – Use Class B2 – 294 sqm GIA
- Unit C4B – Use Class B2 – 294 sqm GIA

### *Unit D3*

Unit D3 is proposed to be developed behind exiting Block D. This is a proposed B2 (General Industrial) unit, two stories in height, with a ground floor GIA of 362 sqm and a mezzanine GIA of 93 sqm. This unit shall be accessed via the existing access between Blocks D and E.

A summary breakdown of the proposed units, proposed use class and internal areas is detailed below:

- Safestore Unit – Use Class B8 – 1672 sqm
- Unit A7 – Use Class B2 – 235 sqm
- Unit A8 – Use Class B1 – 325 sqm
- Unit B4 – Use Class B2 – 367 sqm
- Unit B5 – Use Class B2 – 367 sqm
- Unit B6 – Use Class B2 – 367 sqm
- Unit B7 – Use Class B2 – 367 sqm
- Unit C3A – Use Class B2 – 294 sqm
- Unit C4A – Use Class B2 – 294 sqm
- Unit C3B – Use Class B2 – 294 sqm
- Unit C4B – Use Class B2 – 294 sqm
- Unit D3 – Use Class B2 – 455 sqm

A summary of the proposed units for demolition is detailed below:

- Unit A1 – Use Class B2 – 11 sqm
- Unit B4-7 – Use Class B2 – 928 sqm
- Unit C3-7 – Use Class B2 – 1182 sqm

### **3.2 Design / Height / Scale**

#### *Safestore Unit*

The Safestore unit shall be located in the north west corner of the site, which is currently an area of hard standing and used for the storage of motor vehicles. This part of the site is elevated above the North Circular Road by some 7-8 m. To the east of the proposed Safestore building is the East Coast Main Line and to the north is the existing 'Builders Depot' building in Enfield Borough.

The proposed structure itself is portal frame, rectangular in plan, with the entrance and reception at the south west corner of the building.

The highest point of the proposed Safestore building is the corner projection of the building, which shall stand at 16.1m in height. The predominant height of the building is 14.35m. It is 47m in length and 36.6m in width. The most visible section of the building from the public realm would be the east elevation, as it fronts onto the North Circular Road. The south elevation would be visible primarily from within the Industrial Estate itself.

By virtue of the scale of the building and the bright brand colours of Safestore, it is considered the building shall be a significant feature in this location, particularly as there is no building currently on this part of the site. When viewed from the east and west, the Safestore building shall be taken in context with the 'Builders Depot' building to the north, which is of similar scale and massing.

In order to soften the appearance of the proposed Safestore unit, the applicant has proposed to introduce buff facing brickwork piers and curtain walling, which shall be visible when viewed from the north and east. It is also considered the use of silver cladding panels would be less prominent than white, which was originally proposed.

Policy UD4 'Quality Design' identifies that the spatial and visual character of the development site and the surrounding area should be taken into account, along with the key aspects which affect design. In terms of the overall scale and design, it is considered that the proposed Safestore building is acceptable, taking into account the proposed materials and the site context.

#### *Unit A7*

Unit A7 shall be developed on the west end of the existing Block A. In terms of design and scale, unit A7 is proposed to match the height of the unit to which it is attached, which is 10.2m. The width of the unit is 20m as it fronts onto the Ring Way. The scale of this unit is considered acceptable as it reflects the existing scale and massing of Block A. In addition, this unit shall be of relatively limited visibility from the public realm due to its siting at the end of Block A, within the existing estate. The proposed upper level windows are considered consistent with the fenestration of the adjoining units.

The materials of rendered blockwork of 'off white' colour to match existing is considered acceptable when considered against policy UD4 'Quality Design' of Haringey UDP (2006).

### *Units A8*

Unit A8 shall be developed on the east end of the existing Block A, within an area which is currently used for car parking. In terms of design and scale, the front section of the unit follows the ridge height of the existing Block A. The rear section shall have a mono pitch roof which extends to a maximum height of 12.15m. The front elevation shall face onto the Ring Way, whereas the flank elevation shall bound the existing planted area. The scale of this unit is considered acceptable taking into account the overall consistency with the existing Block A as well as the existing screening to the flank elevation. The blockwork construction to match the 'off white' blockwork of the existing units and the buff coloured facing brickwork is considered acceptable.

### *Units B4 – B7*

Units B5, B7 and B4 and B6 are proposed infill units within Block B. The north elevation of these units incorporates the ground level access to units B4 and B5 as well as 4 x roller shutter doors. These units have pitched roofs to fit with the existing units, with the proposed ridge heights also to match existing, at a height of 8.9m. The south elevation is accessed at first floor level due to the site gradient. The proposed curtain walling and 'off white' colour render on blockwork, to match existing, is considered acceptable. These units shall have limited visibility from outside the estate and are considered acceptable in terms of scale and design.

### *Units C3A – C4B*

Units C3A, C3B and C4A, C4B are proposed infill units within Block C. The north elevation of these units incorporates the ground level access to units C3A and C4A, with 2 x roller shutter doors. These units have pitched roofs to fit with the existing units, with the ridge heights also matching, at a height of 8.7m. The south elevation is accessed at first floor level due to the site gradient. As with the other units, the proposed curtain walling and 'off white' colour render on blockwork, to match existing, is considered acceptable. These units shall have limited visibility from outside the estate and are considered acceptable in terms of scale and design.

### *Unit D3*

Unit D3 is proposed at the rear of Block D. It is proposed as ground floor with upper mezzanine, with mono pitched roof. The highest point of the building is 8.4m. It is approximately 25m wide and 19m deep. The proposed walls are to consist of predominantly white cladding panels, with the south elevation including curtain walling with blue coloured double glazing at the entrance point. This unit shall be particularly well screened from the public realm due to the surrounding buildings and the East Coast Main Line to the west. In terms of scale and design, the proposal is considered acceptable in line with policy UD4 'Quality Design' of Haringey UDP (2006). Network Rail have requested that the unit be moved a distance at least 2m from the Network Rail boundary.



### **3.3 Visual Amenity Grounds / Impact on View Lines**

The impact of the proposed development on views to and across the site has been considered. Policy 4B.18 of the London Plan relates to 'Assessing development impact on designated views'. The proposed development is not within a designated London Panorama area or a Landmark Viewing Corridor.

The highest part of the proposed Safestore building is 16.1m (corner section), with the predominant height being 14.35m (overall roof height). It shall be visible from the North Circular Road, in particular from the east, however, this is not considered to result in a detrimental impact on visual amenity. It is important to note that immediately to the north of the proposed Safestore site is the existing 'Building Depot' building which is a very prominent building with significant scale and massing in itself; permission for which was granted by the London Borough of Enfield. The Safestore site is screened to the west by woodland (Muswell Hill Golf Course) and it is considered there shall be limited views of it from the north due to the existing 'Builders Depot' building. Although the Safestore section of the site is situated at a higher level than the North Circular, when assessed within the context of the site as a whole, the site actually rises towards the south, therefore, when viewed from the south end of the estate, the north section of the site is at a lower level (approximately 5m in difference).

A high quality landscaping scheme is to be sought for the site, which is recommended to be secured through a planning condition. Part of this landscaping shall be on the east embankment of the Safestore site, as it fronts onto the North Circular. This shall help to soften the impact of the building when viewed from this direction.

Based on the above, it is not considered the proposed Safestore building shall have a detrimental impact in terms of surrounding visual amenity or on any designated view lines or panoramas.

The proposed units; A7, A8, B4-B7, C3A, C3B, C4A, C4B and D3 shall be of a similar height and massing to that of the existing two storey buildings, therefore, no detrimental impact on visual amenity is anticipated. On the contrary, it is considered that there shall be an overall improvement in terms of visual amenity as it is evident that the existing units are tired in appearance.

Overall, therefore, it is considered that by virtue of the siting and design of the proposed units, there shall not be a detrimental impact on the visual amenity of surrounding properties / users or on designated view lines / panoramas.

### 3.4 Proposed Materials

The key materials for the proposed development are as follows:

#### *Safestore Building*

- Walls: Composite insulated steel cladding panels (Colour: Silver and Yellow); metal wall cladding with Blue paint finish;
- Feature facing brickwork piers to building corner;
- Brickwork outer leaf, insulation, medium dense solid blockwork inner leaf;

#### *Infill Units (Units A7, A8, B4-B7, Units C3A-B, C4A-B)*

- Walls: render or equal (off white colour to match existing) on blockwork;
- Feature facing brickwork infill panels (where indicated);
- Brickwork outer leaf, insulation, medium dense solid blockwork inner leaf;

#### *Unit D3 (Detached Block Adjacent to Railway Line)*

- Walls – Composite insulated steel cladding panels (Colour: White);

#### *Comment*

Taking into account the nature of the proposed use, the existing setting and character of the site and the comments on scale and design, it is considered the proposed materials are acceptable and shall enhance the overall appearance of the estate. This is considered consistent with policy UD4 'Quality Design' of Haringey UDP (2006). It is recommended that material samples be submitted prior to commencement of development.

### 3.5 Transportation

The Key objectives of PPG13 relate to promoting sustainable transport; promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and also to reduce the need to travel, especially by car. London Plan policies 3C.1 / 3C.2 / 3C.3 / 3C.17 / 3C.23 are of relevance in terms of tackling congestion, parking and sustainable transport issues.

Policies M2, M3, M4, M5, M10 and Supplementary Planning Guidance 7b and 7c of Haringey UDP (2006) are also of relevance.

The applicant has submitted a Transport Statement (TS) / Draft Travel Plan, with the planning application, prepared by OPUS Joynes Pike. Consultation responses were received from both TfL and LBH Transportation with respect to this. The key findings of the Transport Statement are assessed below.

#### *Transport Network*

Within the submitted TS, the TRICS 2008 (b) database was used to calculate potential vehicular trip rates for the site. In terms of trip generation, it is identified that the peak operating hour for light industrial/self-storage development is between 11.30 and

12.30. It is predicted that the proposed development shall generate 7 inbound and 8 outbound trips during the peak period. It is identified that the predicted peak operating hours for the proposed development shall not coincide with the local highway network peak period. The TS concludes that although predicted traffic levels may increase slightly as a result of the proposed development, this shall be of no detriment to the local highway network.

### *Parking*

The TS identifies that there is a high level of on-street and ill-disciplined parking within the estate at present, focused particularly on the internal roads of the Ring Way, North Way and South Way. It is identified that there is currently approximately 250 unallocated car parking spaces within Bounds Green Industrial Estate at present. Due to the proposed development of the Safestore building, the existing informal parking within this part of the site shall be removed. It is proposed to introduce disciplined parking areas to the rear of Blocks D and adjacent to Block E and to have managed car parks between the Safestore unit and unit A7 and in front of unit A8. It is proposed to reduce the existing parking on site from 250 unallocated spaces to 178 spaces (a reduction of approx 30%). This shall consist of 112 designated parking spaces (as proposed) and approximately 66 unallocated spaces which shall remain available around the site.

Haringey Council Parking Standards identify that for B1, B2 and B8 uses, with a Medium Public Transport Accessibility Level (PTAL), the maximum parking provision should be 1 space per 800 sqm GFA. Based on a GFA of 13,000 sqm (including the proposed development), this would result a maximum requirement of 16 spaces. Annex 4 to the London Plan suggests a maximum of 1 space per 600-1000m be provided for B1 use (22 in the case of this proposal, as total area is 13,000sqm).

### *Public Transport*

Bounds Green Industrial Estate is identified as being PTAL 3 (medium accessibility). The submitted TS identifies that bus stops serving both directions on Bounds Green Road are located within 200m from the site access and that there is a bus stop on the A406, located approx 100m from the site access. Bounds Green Road has two daytime bus services (221 and 232). There is a signalised pedestrian crossing located adjacent to the north bound bus stop. Bounds Green Underground Station is located approximately 800m from the site access.

### *Pedestrians / Cycle movement / Parking*

The TS identifies that the site access is located approximately 100m (on A406) from the nearest bus stop and that there are two other bus stops within 200m (on Bounds Green Road, A109). It concludes that pedestrian access to the site is adequately provided for, with all access roads to the site containing footpaths on either side of the road. Along Bounds Green Road, there is a signalised pedestrian crossing approximately 120m south of the Industrial Estate. There is a pedestrian bridge crossing the A406, approximately 580m from the main junction (A109 and A406). There are no signalised pedestrian crossing points at the junction of the A109 and A406.

The TS identifies that there are no formal cycle routes on cycle provisions immediately adjacent to the proposed site. There is a designated cycle parking area approximately

700m south east of the proposed site, off Bounds Green Road. The proposed development includes the provision of 26 cycle spaces located around the site, to provide for and encourage this alternative transport mode.

#### *Draft Travel plan*

The Draft Travel Plan submitted with the application, sets out the steps and objectives for the operation of the full Travel Plan for Bounds Green Industrial Estate. This includes the following measures:

- Appointment of a Travel Plan co-ordinator from Safestore staff;
- Monitor surveys on annual basis (co-ordinated by Safestore staff);
- The Travel Plan co-ordinator shall undertake first monitoring survey within 3 months of initial occupation and annually thereafter for 3 years (2010 – 2014);
- Survey reported back to Haringey Council for validation / Haringey Council assess Travel Plan progress;
- Travel Plan to include soft measures to change habits of employees.

LBH Transportation Group have been consulted on this application. A summary of their findings is below:

- The forecast trip generation calculations are similar to that of the applicant's consultants' (Opus Joynes Pyke). It is deemed that the level of vehicular trips would not have any significant adverse effect on the adjacent roads.
- There is no overall objection to the level of proposed car parking, as there is high parking demand associated with the existing operations at the site, and the proposed designated parking provision is less than half of what is currently available;
- Inadequate disabled and cycle parking: the provision of 24 disabled parking spaces in total is requested, in line with the UDP standard and 44 cycle parking spaces is requested, which should be enclosed under secure shelters;
- Substandard walking conditions around the site: in particular on Cline Road, the footway abutting the residential development east of the private road Ring Way. We will also require an improved walking route across the mini-park west of this intersection to replace the diagonal impromptu walking route linking the Ringway to the A406 Pinkham Way's footway/Petrol filling station and the footway immediately north of the adjoining eastern residential development. A S106 contribution of £140,000 is sought towards walking and cycling improvement measures, in the vicinity of this proposed development.
- Insufficient Travel Plan measures: additional Travel Plan measures are recommended;

## *Comment*

Taking the above into account, as well as the consultation response from TfL, it is not considered there shall be a detrimental impact on the road network from the increase in trips generated by the proposed development. Although the proposed parking provision does not meet the parking standards as identified within Haringey UDP (2006), it is considered that the proposed level of parking and management is acceptable, taking into account the need to avoid overspill on-street parking in surrounding streets. It is considered additional commitments should be included within the Travel Plan and as such this is recommended through condition. In addition, conditions are recommended for the disabled parking and cycle provision. It is recommended that a Parking Management Plan be submitted to and approved by the Local Planning Authority. Although LBH Transportation Group initially required a sum of £140,000, this sum was not supported by any detailed cost estimates which relate to the impact of the proposed development on surrounding road networks and a sum of £30,000 is more proportionate to the scale of development. A S106 contribution of £30,000 is sought towards the cost of walking and cycling improvement measures, in the vicinity of this proposed development.

### **3.6 Ecology / Site of Importance for Nature Conservation**

The site is adjacent to and partially within a designated Ecological Corridor and Site of Importance for Nature Conservation (SINC) (Borough Grade I), therefore, the potential impact of the proposed development on this area requires to be assessed. In addition, the ecological quality of the site in terms of flora and fauna also requires to be considered. The applicant has submitted an Extended Phase 1 Habitat Survey with the planning application, prepared by Andrew McCarthy Associates. The key findings are detailed below:

- A Borough Grade I SINC borders the site and also covers a small section of it. This includes an area of scrub land, which the report recommends should be retained. In addition, the report recommends native trees and shrubs be planted along the western boundary to provide food and shelter for wildlife;
- The buildings proposed for demolition are considered to have negligible potential for roosting bats;
- The existing trees offer negligible potential for roosting bats. Installing bat boxes in suitable locations around the site would provide additional roosting places;
- The small areas of scrub on the site have limited potential for common reptile species. The site is unlikely to support any protected amphibian species. It is recommended that the precautionary approach be adopted for site clearing;
- A number of common bird species were identified within the development site. Appropriate and pragmatic measures should be taken to avoid disturbing these birds. A check for nesting birds should be undertaken immediately prior to works;
- It is recommended that bird boxes be erected on retained trees or on new buildings;
- The railway embankment adjacent to the western site boundary has limited potential for badgers.

LBH Nature Conservation Officer has been consulted in relation to the proposed development. Confirmation has been received that the LBH Conservation Officer is satisfied with the proposals provided that a condition is attached requiring the reinstatement of the car park area to the west of Block E for nature conservation use.

#### *Tree Loss*

This planning application does involve some limited tree loss. Two trees (Norway Maple) on the north west edge of the site (facing onto the Ringway) shall be removed to provide vehicular access to unit A8 and two trees (Elder Trees) shall be removed on the east side of the existing block A. The primary area of trees which would have been affected by the original proposal serve as a buffer between the site and Bounds Green Road. By removing Unit A9 from the proposed scheme, this area of trees shall be retained.

The trees proposed for removal are not subject to a Tree Preservation Order and are not considered of significant amenity value to the site or the immediate area. It is considered that additional planting which shall be subject to the landscape condition can compensate for the loss of these 4 trees.

#### *Comment*

It is considered the key impact of the proposed development on the Ecological Corridor and the SINC, is in the south west corner of the site, where this designation covers a small part of the development site. The SINC designation covers an area of the development site immediately behind the existing Block E (units 1 – 4). This area is approximately 65m long and has a maximum width of 23m, where the existing access road enters between Blocks D and E. This area consists of hard standing to the rear of Block D and E, as well as hard standing at the entrance. In addition, Network Rail have designated access to the railway from this area.

Policy OS6 identifies that the Council will not permit development on or adjacent to SINC's or site of ecological importance unless a) there will be no adverse effect on the nature conservation value of the site; and b) unless the importance of the development outweighs the nature conservation value of the site.

The part of the development site which is affected by the SINC and Ecological Corridor is almost entirely hard standing and as such would appear to offer limited nature conservation value in its present form. This would appear to be confirmed by the Habitat Survey. The proposed development seeks to utilise this area for car parking to the rear of Block E and on the western boundary adjacent to the railway line. This proposed use would evidently not enhance the nature conservation value of this part of the site.

In planning terms, it is considered important to seek some form of enhancement of this area of SINC. As such, the applicant has agreed to remove the proposed 11 parking spaces to the rear of Block E and relocate these elsewhere on the site. This is represented within a revised proposed site layout plan (4057/SK01 Rev L) which has been submitted by the applicant. In addition the applicant has agreed to prepare landscape and planting proposals for this area in conjunction with a qualified ecologist

with a view to enhancing the habitat and returning this part of the SINC to nature conservation use. This area in question is approximately 45m long, running from the Network Rail access point to the end of Block E. The enhancement of this area for nature conservation shall link with areas of scrub to the south of the site, which is outwith the site area.

The remaining area of the SINC (adjacent to the access gate between Blocks D and E) is proposed to remain in use for vehicle access and parking adjacent to the western boundary. In addition, the Network Rail access point is required to remain insitu.

In terms of policy OS6, it is considered that the retention of the hard landscaped area for parking and the retention of the access between Blocks D and E, on the north section of the SINC, is acceptable. It would be difficult to argue an adverse impact on the nature conservation of this part of the site, taking into account its current condition. This position takes into account the fact that the applicant has agreed to remove the 11 parking spaces behind Block E and return this southern part of the SINC to nature conservation use, which shall be secured by condition. This would be considered of significant benefit to the SINC designation, taking into account it is currently hard standing.

It would not be considered that the proposal would have an adverse impact on the nature conservation value of the site. In addition, the employment benefits of the proposal also require to be taken into account. Based on this, the proposed development would be considered acceptable in relation to policy OS6 'Ecologically Valuable Sites and Their Corridors' of Haringey UDP (2006).

### **3.7 Environmental Health**

Proposed industrial / workshop units are not regarded as noise sensitive development in terms of PPG 24 'Noise'. However, Unit D3 is proposed in close proximity to the East Coast Main Line, therefore, the impact of noise from the railway is of relevance for the use / operation of this unit.

A Noise Assessment was submitted with the planning application, produced by OPUS. This assessment focused on Unit D3 and the potential impact on the working conditions within this unit, as a result of its proximity to the railway line. The assessment concluded that '*acceptable internal ambient noise levels*' can be achieved within Unit D3, by using conventional thermal double glazing. In terms of ventilation, the assessment concluded that natural ventilation can be achieved via the southern façade, without the acceptable internal noise levels being exceeded. However, were natural ventilation to be achieved via the western façade, the internal noise levels within the office would likely exceed acceptable levels. Should Unit D3 to be subdivided further, mechanical ventilators would be required on the western facing windows.

LBH Scientific Officer has also commented and is of the opinion that Unit D3 can operate '*in an acceptable environment for both noise levels and temperature*'. Based on the submitted Noise Assessment and the comments from LBH Scientific Officer, it is not considered that noise from the railway shall result in unreasonable working conditions for persons within Unit D3. As such, there is no objection on this basis. The

proposal is considered consistent with policy ENV6 'Noise Pollution' of Haringey UDP (2006).

### *Noise / Disruption from Construction*

There is no Construction Management Plan submitted with the planning application. Although there are existing noise sources in close proximity to the site; specifically the East Coast Main Line and the North Circular Road, there is still the potential for construction to have a detrimental impact on the amenity of neighbouring properties, in particular the new residential apartments off The Ring Way. There is the potential for noise, dust and traffic issues associated with the construction period of the proposed development. As such, it is recommended that a Construction Management Plan be submitted to and agreed by the Local Planning Authority prior to commencement of development, in the interests of protecting neighbouring amenity. This should include construction logistics and delivery service details.

### **3.8 Sustainability / Renewable Energy**

Policy 4A.2 (Mitigating climate change) of the London Plan identifies the longterm target of the Mayor in terms of reducing carbon dioxide emissions. Policy 4A.7 (Renewable Energy) identifies the requirement that developments should achieve a 'reduction in carbon dioxide emissions of 20% from on site renewable energy generation'.

Policies UD2 'Sustainable Design and Construction', ENV9: Mitigating Climate Change: Energy Efficiency and ENV10: 'Mitigating Climate Change: Renewable Energy' within the UDP (2006) are of particular relevance:

The applicant has submitted a Sustainability Statement, prepared by Tew and Smith (Issue 2). In addition, the applicant has submitted an Energy Performance Certificate which identifies the predicted energy rating for each proposed building in terms of building fabric, heating, ventilation, cooling and lighting systems.

Within the Sustainability Statement, the following commitments are made by the applicant:

#### *Waste Storage / Recycling Facilities:*

- *External bins for recycling will be provided, designed in line with the local authority's municipal waste collection scheme;*
- *Separate bins will be provided for paper and for glass/plastic bottles;*
- *Recycled toilet paper will be used in the building;*
- *A Site Waste Management Plan including will be provided;*
- *Procedures and commitments for minimising waste generated on site in accordance with the relevant guidance will be adopted;*
- *Procedures and commitments to sort, reuse and recycle construction waste, either on site or through a licensed external contractor will be implemented whenever practicable;*
- *Waste arisings will be minimised throughout the construction process.*



### *Solar Design and Renewable Energy:*

- *Building 'U' values will be an improvement on those required by Building Regulations;*
- *All fridges, freezers, washing machines and dishwashers will be at least A rated;*
- *At least 50% of internal lighting will have dedicated energy efficient fittings;*
- *All external lighting, excluding feature lighting as required by brand standards, will be compact fluorescent lighting (CFL), have a maximum wattage of 150 W and be fitted with passive infrared (PIR) and daylight cut-off devices;*
- *Cycle spaces will be provided, to encourage the use of non carbon based transport;*
- *Solar hot water systems will be used to provide a proportion of the energy demand.*

### *Sustainable Drainage and Water Conservation:*

- *Water consumption will be metered and monitored;*
- *All taps will be aerated to reduce water consumption;*
- *All toilets will have a single flush 4 litre cistern;*
- *Water use in the construction process will be minimised through the introduction of best practice measures;*
- *Opportunities will be pursued for the inclusion of SuDS measures on the site;*
- *A water Conservation Strategy will be prepared and submitted by the contractor prior to commencement of the development.*

### *Comment:*

Although the above commitments are welcomed, it is required to be demonstrated that a reduction of 20% carbon emissions shall be achieved through the use of on-site renewable technology as part of the proposed development. Specific proposals for the inclusion of renewable technology should be included, and justification provided to demonstrate that this requirement has been met, therefore, it is recommended that this be conditioned. This is required to address policies ENV9 and ENV10 of Haringey UDP (2006). In addition, the reuse of construction waste and materials is encouraged, details of which should be included within the Site Waste Management Plan. It is understood from the submission that the use of CHP (Combined Heat and Power) for the proposed development has been discounted due to the limited heat and power requirements of the proposed units and on the basis of viability.

### 3.9 Community Benefits / Employment

Policy G4 'Employment' states that the 'Development should meet the needs of business and industry, and provide employment opportunities for local residents'. It is considered that the proposed development is consistent with this objective of employment creation, as the creation of additional and improved industrial workspace is proposed. The creation of business and employment opportunities within the Borough and in particular within Defined Employment Areas is a key benefit of the proposed development and a material consideration.

It is recommended that a Community Training and Employment Strategy be prepared and submitted to LBH for approval prior to commencement of development.

### 3.10 Waste Storage / Collection

Policy UD7 (Waste Storage) of the UDP (2006) requires that the Council's waste management standards are adhered to.

LBH Recycling Officer was consulted in relation to the proposed development. The following requirements were identified:

- *Bulk waste containers must be located no further than 10 meters from the point of collection;*
- *Route from waste storage points to collection points must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary;*
- *All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them;*
- *Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes;*
- *Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected;*
- *This application does not include any domestic dwellings, we therefore have no special requirements for this proposal other than those listed above.*

A Site Waste Management Plan Statement was submitted with the planning application. This identifies only the generic objectives of a Site Waste Management Plan, rather than provide specifics for the proposed development.

The proposed site layout plan indicates a total of 6 x recycle / waste storage areas, located in accessible positions throughout the industrial estate, which would serve the proposed industrial / workshop and storage units. This is however, the extent of the information provided.

As such, there is insufficient information to allow proper assessment of the proposed waste management measures. Due to this, it is recommended that a condition be

attached requiring the submission of the proposed waste management details to LBH and written approval of these details to be obtained prior to commencement of development.

### **3.11 Flooding / Drainage**

A Flood Risk and Runoff Assessment was submitted with the planning application, prepared by OPUS. The Environment Agency (EA) have objected to the proposed development on the following grounds:

- The application lies within a Flood Zone 1 defined by Planning Policy Statement 25 as having a low probability of flooding. However, the proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. Paragraph E9 of PPS 25 requires applicants for planning permission to submit a FRA when development on this scale is proposed in such locations.
- In the absence of a FRA, the flood risks resulting from the proposed development are unknown. The absence of a FRA is therefore sufficient reason in itself for a refusal of planning permission. This reflects the precautionary approach to development in flood risk areas set out in paragraphs 10 and E9 of PPS25.

The EA identified that it was considered the content of the FRA which was submitted was inadequate. As such, the applicant has now prepared a revised FRA, which has been submitted to the EA for assessment. This revised FRA was received on 14 May 2009.

Subsequent feedback has been received from the EA, indicating that the objection shall be removed and conditions recommended. This shall be reported to the Committee.

### **3.12 Contaminated Land**

PPS 23 'Pollution Control', identifies that the LPA should satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary mitigation measures.

London Plan Policy 4A.33 'Bringing contaminated land into beneficial use', states that the Mayor '*will work with strategic partners to enhance remediation of contaminated sites and bring the land into beneficial use*'.

Policy ENV11 of the UDP (Contaminated Land) identifies that 'development proposals on potentially contaminated land will be required to:

- a) follow a risk management based protocol to ensure contamination is properly addressed; and
- b) carry out investigations to remove or mitigate any risks to local receptors.

The applicant has submitted a Land Contamination Assessment Report, prepared by OPUS. A summary of the contents is detailed below:

*Ground Condition Summary:*

Generally, the made ground consisted of gravels, sands and reworked clay. Hydrocarbon odours were noted within made ground sand and made ground clay strata at numerous locations on site. In the north west, the made ground generally consisted of ash, overlain by reworked clay with ash and burnt clay.

#### *Contamination*

Hydrocarbon odours and black staining noted in many exploratory holes. Sulphurous odours and exotic coloured soils locally in north west of site. Ash layers in north west with occasional ash and clinker locally across the site. Sand made ground around WS10 is impacted by elevated benzo(a)pyrene. Ash made ground in the north west is combustible and impacted by elevated lead.

#### *Recommended Remedial Proposals*

Keep sand around WS10 beneath and behind concrete or bituminous surfaces. Subject to careful segregation and acceptance by a specialist recycling contractor, it may be possible to reclaim the ash encountered in the north west. 1m cap required where ash remains. Prudent to allow for gas protection measures including void and membrane.

The report contains recommendations to allow the land contamination risks of and to the site to be assessed fully and also recommends works to be undertaken prior to construction commencing.

#### *Comment:*

The LBH Scientific Officer was consulted and confirmed that he was satisfied with the contaminated land survey and report as compiled by OPUS. The Scientific Officer confirmed that he recommended the proposed development to proceed in line with the recommendations contained within the OPUS report. Based on this, the recommendations within the OPUS report are accepted and a relevant condition is recommended.

## **4.0 OTHER MATTERS**

### *S106 Legal Agreement*

Policy UD8 requires development, where appropriate, to be subject to a Section 106 agreement in order to secure appropriate benefits in line with guidance set out in SPG10a and SPG10c. Although S106 agreements are normally made in respect of housing proposals, in the case of this application, the Local Planning Authority is seeking the following S106 contributions:

- 1) £30,000 towards walking and cycling improvement measures, in the vicinity of this proposed development.

## **SUMMARY AND CONCLUSION**

The principle of business / employment related development in this location is considered consistent with policy EMP3 'Defined Employment Area – Employment Locations', which seeks to protect the employment locations for employment

generating uses. As such, the business and employment benefits of this proposal are acknowledged. Part of the designated 'Ecological Corridor' and 'Site of importance for Nature Conservation' is affected by the proposed development, however, it is considered the proposal shall not have a detrimental impact on the nature conservation value of this area. In addition, as the proposal includes reinstatement of part of this area for nature conservation use, it is considered there shall be overall enhancement in nature conservation terms. As such, the proposal is considered consistent with policy OS6 'Ecologically Valuable Sites and Their Corridors. The design, scale and materials of the proposed units are considered acceptable, taking into account the nature of use and site context. It is considered there shall be an overall enhancement of the Industrial Estate as a result of the proposed development, taking into account the existing poor condition of certain units. The proposed Safestore building shall be the most prominent and visible of the proposed units. It is considered, however, that there shall not be a detrimental impact on spatial or visual character of the area, taking into account the choice of materials, as well as the existing screening and surrounding buildings. As such, the proposed development is considered acceptable in terms of policy UD4 'Quality Design'. There are existing residential properties within close proximity to Bounds Green Industrial Estate. Bearing in mind the existing activity at the site, existing levels of background noise and policy designation as a Defined Employment Area, it is not considered there shall be an additional detrimental impact on the residential amenity of these properties as a result of the proposed development. Only unit A8 is proposed on the edge of the estate, and as such, shall be located adjacent to residential properties. A condition is recommended to restrict the use of these units to B1 'Business' or B8 'Storage' to avoid any potential disturbance from the operation of these units. As such, the proposed development is considered consistent with policy UD3 'General Principles'. It is considered there shall be no detrimental impact on the transport network as a result of the proposed development. In addition, the provision of parking is considered acceptable. It is recommended that a Parking Management Plan be required through condition, as well as revised numbers of disable and cycle parking provision. In order to address the poor pedestrian and cycle access to the site, a S106 contribution of £30,000 is sought walking and cycling improvement measures in the vicinity of the proposed development. Based on the above, the proposed development is considered acceptable in terms of policies M2 'Public Transport Network', M3 'New Development Location and Accessibility' and M10 'Parking for Development' of Haringey UDP (2006). Based on the above, which are considered to be the key aspects of the proposed development, the application is recommended for approval, subject to conditions and s106 legal agreement.

## **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application reference number HGY/2009/0598 and associated conditions and subject to a pre condition that Workspace Group Ltd shall first have entered into an agreement with Haringey Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

1. Provision of transportation works to the value of £30,000 including footway, and cycle route upgrade schemes, in the vicinity of this development.
2. Administration charge of £500 as required by SPG10a.

The total amount of s106 contribution would be £30,500

## **RECOMMENDATION 2**

GRANT PERMISSION subject to the following conditions:

Registered No. HGY/2009/0598

Applicant's drawing No.(s) 4057-01 rev C, 02 rev A, 03 rev A, 04 rev A; 4057-sk01 rev L, 06 rev E, 07 rev I, 08 rev I, 09 rev A, 10 rev A, 11 rev A, 12 rev A, 13 rev A, 15, 16, 17 rev A, 18 rev A, 19 rev A; TS06-147G\1, 2, 3;

Subject to the following condition(s)

### **TIMESCALE / PLANS**

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

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

### **MATERIALS / LANDSCAPING / NATURE CONSERVATION**

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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 detailed landscape plan and planting scheme for Bounds Green Industrial Estate shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The planting scheme shall be fully implemented by the end of the first planting season, after completion of the development.

Reason: In order to ensure appropriate landscaping is undertaken in the interest of biodiversity and visual amenity.

5. Notwithstanding condition 4 a detailed landscape plan and planting scheme shall be submitted to and agreed by the Local Planning Authority for the area of land within the development site labelled 'Nature Conservation Area' on dwg. 4057-SK01 Rev L to encourage ecological enhancement and habitat creation of this part of the site.

Reason: to enhance the site's nature conservation interest.

6. A Landscape Management Plan for Bounds Green Industrial Estate and the area labelled 'Nature Conservation Area' on dwg. 4057-SK01 Rev L, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. This shall include details of the maintenance regime for the landscaping scheme and the area labelled as 'Nature Conservation Area' on dwg. 4057-SK01 Rev L.

Reason: To ensure the satisfactory implementation and management of the landscaping and planting scheme.

## **CONSTRUCTION PERIOD**

7. The construction works of the development hereby granted shall not be carried out before 0730 or after 1830 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

8. Prior to the commencement of work a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of construction logistics as well as delivery service.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise vehicular conflict at this location.

## **REFUSE / GENERAL STORAGE**

9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

10. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

## **SUSTAINABILITY / RENEWABLE ENERGY**

11. Prior to occupation, details of energy efficient design and consideration of on-site equipment, to demonstrate at least a 20% reduction in carbon dioxide emissions from on-site renewable energy generation, shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

## **PARKING / TRANSPORTATION**

12. A Parking Management Plan for the operation of Bounds Green Industrial Estate shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of development.

Reason: to minimise the traffic impact of this development on the Industrial Estate itself and on adjoining roads.

13. A site layout plan indicating a total of 24 disabled and 88 standard car parking spaces, as well as 44 cycle parking spaces in secure shelters, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of development.

Reason: to ensure appropriate car and cycle parking facilities are provided within the development;

14. A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any part of the development.

Reason: To ensure sustainable transportation measures are put in place prior to occupation and to minimise the traffic impact of this development on the adjoining roads.

## **OTHER**

15. Unit A8 hereby permitted, as indicated on dwg. 4057/SK01 Rev L, shall be restricted to use classes B1 'Business' and B8 'Storage or Distribution' only as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended, or any Order revoking or re-enacting that Order).

Reason: In the interests of neighbouring residential amenity.

16. The development hereby permitted shall be undertaken in line with the recommendations contained within the Land Contamination Assessment Report (13 Feb 2009), prepared by OPUS Joynes Pike Ltd.



Reason: In order for the Local Planning Authority to ensure the site is contamination free.

### **INFORMATIVE**

1. Details of boundary fencing, Armco barriers, method statements, external lighting and landscaping adjacent to the railway shall be submitted to and approved by LBH (in conjunction with Network Rail's Territory Outside Parties Engineer), prior to commencement of development.

Reason: To ensure the integrity and health and safety of the adjacent railway is not compromised.

2. The requirements of Network Rail for development in close proximity to operational railways, as indicated in their consultation response should be adhered to.

Reason: To ensure the integrity and health and safety of the adjacent railway is not compromised.

3. The new development will require naming and numbering. The applicant should contact the

Transportation Team at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

4. A Training and Employment Strategy must be prepared and submitted to LBH for approval prior to commencement of development.

Reason: To ensure a plan of action is prepared for Local Community training and employment benefits from the development.

5. This permission shall not be construed as giving permission for any signage, including any of the signage indicated on submitted drawings. All advertising signage for the development shall be the subject of to obtaining consent under the Town & Country Planning (Control of Advertisements) Regulations 1992.

### **RECOMMENDATION 3**

In the event that an agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended) is not signed by 6 July 2009 or within such extended time as the Council's Assistant Director (Planning and Regeneration) shall in his direction allow, the application shall be refused for the following reason:

The proposal fails to provide a Transportation contribution in accordance with the requirements set out in Supplementary Planning Guidance SPG10c and SPG10e of the Haringey Unitary Development Plan (2006).

## **RECOMMENDATION 4**

In the event that the planning application is refused for the reason set out in recommendation 3 above, the Assistant Director (Planning Policy and Development), in consultation with the Chair of the Planning Applications Sub- Committee, is hereby authorised to approve any further application for planning permission which duplicates this planning application, provided that: -

- (i) there has not been any material change in circumstances relevant to planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (Planning and Regeneration) within a period of no more than 12 months from the date of the refusal, and
- (iii) the relevant parties shall have entered into an agreement under section 106 of the Town and Country Planning Act (As Amended) as outlined above to secure the obligations specified therein.

## **REASON(S) FOR APPROVAL:**

- 1) The proposed development is considered consistent with policies EMP3 'Defined Employment Area – Employment Locations' and OS6 'Ecologically Valuable Sites and Their Corridors' of Haringey Unitary Development Plan (2006), as it is considered the objectives of both policies are fulfilled. It is considered the proposed development shall help to enhance the existing industrial estate in both physical and operational terms, without having a detrimental impact on the character and setting of the area or on the residential amenity of neighbouring properties. As such, the proposal is considered consistent with Policies UD3 'General Principles' and UD4 'Quality Design' of Haringey UDP (2006). It is considered there shall not be a detrimental impact on the public and private transport networks and that parking management within the site shall be improved overall. As such the proposed development is considered consistent with Policies M2 'Public Transport Network', M3 'New Development Location and Accessibility' and M10 'Parking for Development' of Haringey UDP (2006).