

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

### **1. APPLICATION DETAILS**

**Reference No:** HGY/2020/3186

**Ward:** Northumberland Park

**Address:** Unit 7 Unicorn Works 21-25 Garman Road N17 0UN

**Proposal:** Erection of two-storey replacement light industrial unit

**Applicant:** Mr Upadhyay

**Ownership:** Private

**Case Officer Contact:** Tania Skelli

**Site Visit Date:** Photos received

**Date received:** 7/10/2020

**Last amended date:** N/A

**1.1** The application is being reported to the Planning Committee as it is for a major commercial development of over 1,000 sqm.

### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- There is strong policy support for employment space within a site designated Strategic Industrial Site
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area
- There would be no material adverse impacts on the amenity of surrounding residents
- The development would provide a sufficient number of appropriately located car and cycle parking, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway
- Further sustainability measures are secured via condition

### **2. RECOMMENDATION**

**2.1** That the Committee resolve to GRANT planning permission and that the Head of Development Management 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 obligation set out in the Heads of Terms below.

- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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 Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 18/01/2021 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in his sole discretion allow; and
- 2.4 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 be granted in accordance with the Planning Application subject to the attachment of the conditions.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Land contamination
- 4) Unexpected contamination
- 5) NRMM
- 6) Waste and recycling
- 7) Restriction in use classes
- 8) Parking
- 9) External lighting
- 10) Secure by design
- 11) Energy
- 12) Sustainability
- 13) Cycle parking Design and Layout
- 14) Drainage
- 15) Materials
- 16) Noise
- 17) CMP
- 18) Servicing and delivery plan

#### **Informatives**

- 1) Co-operation
- 2) CIL liable

- 3) Hours of construction
- 4) Party Wall Act
- 5) Fire Brigade
- 6) Thames Water
- 7) Thames Water 2
- 8) Signage

**Section 106 Heads of Terms:**

- 1) Considerate Contractor Scheme Registration
- 2) Workplace Travel Plan monitoring contribution - £3,000
- 3) Section 278 Highways works ('reinstatement of the highway fronting the site including the and footway and the widening of the crossover on Garman Road' - £17,583.01)
- 4) Employment Initiatives (work placements and a £1,500 per apprentice).
- 5) Carbon offsetting contribution - £2,850 per tonne.
- 6) Section 106 Monitoring Contribution

2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.*
2. *The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, by reason of its lack of travel plan would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the encouragement of alternative transport modes and would be detrimental to the amenity of local residents. As such, the proposal is contrary to SP7 of the Local Plan 2017 and Policy DM13 of the Development Management Development Plan Document 2017.*
3. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*

4. *The proposed development, in the absence of a legal agreement to secure a construction management plan, by reason of its lack of measures to ensure the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such, the proposal is contrary to Policies SP7 of the Local Plan 2017 and Policy DM13 of the Development Management Development Plan Document 2017.*

2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

- 3.1.1. This is an application for the construction of an industrial building to provide light industrial workspace (Use Class B2), with ancillary offices and associated car parking and servicing arrangements.
- 3.1.2. The building would replace a previous structure on the site that was destroyed in a fire on 23<sup>rd</sup> May 2019, which affected the adjoining unit 7 and originated on the site to the north, at nos. 27-31 Garman Road.

### **3.2 Site and Surroundings**

- 3.2.1 The site is located in the Garman Road Industrial Area and covers an area of 1,460sqm. The site was previously occupied by buildings in warehousing and light industrial uses prior to being destroyed in a fire that have since been removed. To the east lies Unit 7 which abuts the A1055/Watermead Way. To the north and south are other warehouse buildings including nos. 27-31 to the north, where the fire started. An application has also been submitted for the part of the site immediately to the north.
- 3.2.2 The site is designated as Strategic Industrial Land and within Flood Zone 2. The adjacent land to the east is within the Lea Valley Regional Park and designated as a SINC Grade I land. The site lies within the Tottenham Area Action Plan and is within an Archaeological Priority Area.

### **3.3 Relevant Planning and Enforcement history**

#### 27-31 Garman Road

- 3.3.1 HGY/2021/0579 Erection of two replacement B2/ B8 units following fire damage and demolition of the original units. Under consideration.
- 3.3.2 HGY/2019/2843 - Reconstruction of the industrial unit (to replace that of a previously destroyed unit) for purposes of plastic recycling (B2) use. Planning permission granted on 15/1/2020.

#### 21-25 Garman Road (Unit 7)

- 3.3.3 HGY/2020/2576 Erection of two-storey replacement light industrial unit. This proposal has been withdrawn.

## **4. CONSULTATION RESPONSE**

### **4.1 Application Consultation**

- 4.1.2 The following were consulted regarding the application:

**Internal:**

- 4.13 LBH Economic development: No objections and supports the proposal.
- 4.14 LBH Drainage: No objection, subject to condition for details.
- 4.15 LBH Transport: No objection subject to obligations and conditions to secure sustainable travel measures and Construction Management Plan.
- 4.16 LBH Environmental Health: No objection, subject to conditions
- 4.17 LBH Carbon Management: No objections subject to:
- A carbon offsetting sum has been agreed at £2,850.
  - Energy and sustainability plans are agreed by condition prior to implementation.
- 4.18 LBH Building Control: No objection.
- 4.19 LBH Regeneration: No objections subject to satisfactory servicing arrangement and quality materials / detailing to set a precedent for future development.
- 4.20 LBH Street Cleansing: no objection, subject to conditions for details.
- 4.21 LBH Design: No objections.
- 4.22 Cllr Bevan: submitted the following comments:
- Development to comply with standard requirement and building regulations;
  - Mowlem Estate on Leaside Road N17 0QJ, which was recently built to a very high standard in many aspects. This development should achieve the same standard including the green fencing
  - Request that the site comes forward in uniformity of design and materials with others nearby in the interest of visual amenity.

**External:**

- 4.33 Thames Water: No objections, subject to informative/s regarding sequential approach, sewers, groundwater discharge etc.
- 4.44 Historic England GLASS: no objections.

**5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

34 Neighbouring properties  
0 Residents Association  
1 site notices were erected close to the site

5.1.1 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 0

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. Design and appearance
4. Parking and highway safety
5. Energy and Climate Change
6. Flood risk and drainage
7. Waste and recycling
8. Air quality and Land contamination
9. Employment and Training

### **6.2 Principle of the development**

6.2.1 The site is identified as designated Strategic Industrial Land (DEA2) (SIL) which safeguards the land for a range of industrial uses – Classes ranging from (B1 (b), (c), B2 and B8).

6.2.2 Policy E6 'Locally Significant Industrial Sites' of the London Plan states that the Mayor will work with boroughs and other partners to adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space.

6.2.3 The London Plan (2021) Policies E4 and E5 states that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:

- 1) are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport.



- 2) provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population
- 3) provide capacity for micro, small and medium-sized enterprises
- 4) are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision
- 5) support access to supply chains and local employment in industrial and related activities.

6.2.4 Strategic Policy SP8 of the Council's Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial uses The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:

- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
- The intensification of the use of existing employment sites (where possible);
- The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and
- The protection of existing viable B Class Uses on designated and non-designated sites.

6.2.5 In addition, the Council will also:

- Support local employment and regeneration aims;
- Support environmental policies to minimise travel to work;
- Support small and medium sized businesses that need employment land and space; and
- Contribute to the need for a diverse north London and London economy including the need to promote industry in general in the Upper Lea Valley and in particular, promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.

6.2.6 The proposed development will provide replaced B2 use totalling 1,460 sqm (GIA). There is no increase on the amount of floorspace which previously existed on the site (circa 1460sqm GIA). The warehouse was previously divided into 7 units, which is also proposed in the scheme. The proposal has been designed to meet the needs of various types and sizes of occupiers and will secure the redevelopment of this vacant site and contribute to the delivery of good quality employment floorspace in Haringey. This is supported by policy E6 of the London Plan.

6.2.7 The proposed development is expected to accommodate the same number of potential employees as before – 18. As detailed further on in this report, the applicant will also work with the Council and local recruitment agencies to provide skills and training opportunities for local residents. Overall, the rebuilding of the site will regenerate this part of the estate and return employment opportunities to the site. The proposed development will therefore contribute to addressing the Council's employment needs for the local population, in accordance with the aforementioned policies. Given the policy support of the proposed use, which remains the same land use as the previous land use of the site, the proposed development is considered acceptable in principle.

*Link to adjoining SINC*

6.2.8 The site is adjacent to designated SINC and the Lee Valley Regional Park areas but there is a buffer between the site and these designated sites by virtue of the highway. The height and scale of the proposed building would not be significantly larger than that which was destroyed by fire and the nature of the business would remain within the previous use class. As such it is not considered to significantly impact these areas.

### **6.3 Impact on the amenity of adjoining occupiers**

6.3.1 The London Plan (2021) Policy D4 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

6.3.2 The nearest residential property is some 200 metres from the site. The use of the site would not change from that of the previous use of the site and will be wholly compatible with the Strategic Industrial Land designation of the site. First floor / upper level windows are shown in the building - on the front and side elevations, but these are for providing natural daylight to the main warehouse works space rather than for outlook. Windows would also be inserted to the roof. Regardless, this is an industrial site and given the significant distance of the nearest residential properties from the site, the location of the windows would not give rise to any material levels of overlooking.

- 6.3.3 In terms of noise, it is not proposed to restrict the hours of operation, The previous use was not restricted. Restricting operating hours is considered unnecessary - an assessment of the existing ambient and background noise levels has been undertaken from the nearest residential properties to the north and south of the proposal and assessed against the likely levels of noise that would result from a development of this type and scale.
- 6.3.4 The assessment shows that the impact from operations on the site, when assessed against national guidance and existing noise levels, could operate without restrictions on operating hours. A condition is recommended to be imposed on any grant of planning permission so to ensure that any noise from proposed plants or equipment to be used in association with the use of the site would not result in any material noise levels or nuisance to any neighbouring occupiers in line with statutory guidelines.

## **6.4 Design and appearance**

- 6.4.1 Policy DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2021) Policy D4.
- 6.4.2 Pre-demolition plans show this building had a similar bulk and similar saw-tooth design to those of the surrounding buildings, which have also been demolished.
- 6.4.3 The proposal would have a higher ridge than the previous building and a standard pitched roof form. The building will be 14m at its highest point which increases from 11.8m as previously existing. The building would be clad in grey metal sheets, double glazed aluminium windows, doors and metal roller shutter doors. Windows are proposed to the front and sides, as double glazed aluminium windows, doors and shutters. This simple industrial design is considered in keeping with the style and character along this industrial estate.
- 6.4.4 Concerns have been raised with regard to the piecemeal approach to rebuilding following the fire, the potential to increase floorspace and greenery. Officers requested that the applicant explore collaborating with existing neighbours in order to provide a comprehensive redevelopment of all the buildings destroyed by the fire. The applicant has advised that each owner of the other sites was

planning to rebuild in a similar form and the proposed replacement footprint is not considered to fetter good development on these sites. The applicant has advised that there is no scope on site to provide a larger unit considering the car parking and vehicle delivery requirement. This, together with the need to provide LGV/HGV temporary parking, car parking, cycle stores and bin stores, also excludes the potential to include soft landscaping in this area. The proposal therefore could not be refused on this basis.

- 6.4.5 Therefore, the proposed replacement building of the recently demolished building with a similar footprint, scale and style is considered appropriate for its purpose and context and complies with the policies set out above.

## **6.5 Parking and highway safety**

- 6.5.1 Local Plan (2017) Policy SP7 Transport 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 is supported by DM Policy (2017) DM31 'Sustainable Transport'.

- 6.5.2 The site previously included 10 car parking spaces which are proposed to be replaced with 2 loading bays and 8 standard parking spaces including a disabled car parking space. All units are designed to be able to allow delivery vans to enter the units. The site includes a right of way (4.496m wide) to its south side, to allow access into Unit 7, using the existing crossover from Garman Road.

- 6.5.3 The submitted transport statement states that in terms of travel to and from the site, most employees will travel to work by public transport or cycle. However, as this is a major development, a travel plan is proposed to be secured via a S106 legal agreement.

- 6.5.4 Cycle parking and storage provision for 36 bicycles is proposed and is located within the units. Details of the secure and sheltered provision are recommended to be secured by condition.

- 6.5.5 A construction management plan, for approval prior to implementation of the development, will be secured by a condition. Accordingly, the proposal is considered acceptable in transport terms and provides an improvement for better pedestrian and cycle access.

## **6.6 Energy and Climate Change**

- 6.6.1 The NPPF and London Plan Policies SI2-4, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water;

ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all major development to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.

6.6.2 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan or pay an offset payment. The applicant has submitted Sustainability and Energy Statements, including the following measures:

- Automatic meter reading device
- Compliance with building regulations such as thermal bridging reduction
- Floor, wall and roof insulation
- PVs to roof.

6.6.4 In order to optimise carbon emission mitigation and sustainability, pre-commencement energy and sustainability plans are secured via a legal agreement. In addition, a carbon offsetting contribution has been agreed (and secured via legal agreement) to achieve a zero carbon development.

## 6.7 Flood Risk and Drainage

6.7.1 London Plan (2021) Policy SI13 (Sustainable drainage) and Local Plan (2017) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

6.7.2 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy SI13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

6.7.3 The site is located within a Flood Zone 2. The DPD Policy DM24 seeks that *"All proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied."* In this instance the site is previously developed and no further hardstanding is proposed. As such no flood risk assessment was considered to be required in this instance. Accordingly, a condition to secure a drainage system and its details is recommended.

6.7.4 The site is within a critical drainage area but the area of hardstanding does not increase. DPD Policy DM26 states that *'All proposals for new development within*

*a Critical Drainage Area (CDA) will be required to incorporate measures to reduce the overall level of flood risk in the CDA.'* A condition is recommended in order to secure future adequate levels beyond those existing.

6.7.5 Comments have been provided from Thames Water relating to their utilities and ensuring sustainability from the use. These comments have been brought to the attention of the applicant and an informative attached.

6.7.6 Accordingly, the proposed development is considered to comply with local drainage policies.

## **6.8 Waste and Recycling**

6.8.1 London Plan Policy SI8 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.

6.8.2 As this is a commercial building refuse collection would be dealt with through a private arrangement. A condition to secure details of the location and facility for waste and recycling facilities on site is recommended.

## **6.9 Air Quality and Land contamination**

### Air quality

6.9.1 London Plan Policy SI1 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.

6.9.2 The Carbon Management/ Pollution Team has been consulted and raise no objection on these grounds.

### Land contamination

6.9.3 Local Plan 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.

6.9.4 The applicant has submitted a Desk Study and Ground Investigation Report indicating that there is low risk to human health from potential contaminants in the made ground.

6.9.5 The Council's Pollution Officer has been consulted as part of the application and has raised no objections, subject to further investigations being made and this is

to be secured by way of the imposition of conditions on any grant of planning consent.

## **6.10 Employment and Training**

6.10.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.

6.10.2 The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).

6.10.3 The applicant has agreed to provide employment opportunities during the construction of the development and this would be secured by legal agreement. As such, the development is acceptable in terms of employment provision.

## **6.11 Conclusion**

6.11.1 The proposal in accordance with relevant land use and employment policy and has the potential to re-provide lost jobs, following the fire. The provision of good quality industrial space is welcomed. In all other respects the development is acceptable subject to mitigation provided by recommended conditions and S106 obligations. 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

## **6.12 CIL**

6.12.1 Based on the information given on the plans, the Mayoral CIL charge will be £176,806 (2,920 x £60.55) the Haringey CIL charge would be £0 as the use is subject to a Nil Rate.

## **7.0 RECOMMENDATIONS**

7.1 GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to sec. 106 Legal Agreement

Subject to the following condition(s)

Time limit

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.

#### Drawings

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

E01-4, 5459/PP/01-07, existing photo, Sustainability and Energy Statement, Transport Statement.

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

#### Land Contamination

3. Before development commences other than for investigative work:
  - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
  - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
  - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
  - d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
  - e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.



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

#### Unexpected contamination

- 4 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

#### NRMM

- 5.a. a. Prior to the commencement of the development, evidence of site registration at [nrmm.london](http://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 in writing.
- b. 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 NO<sub>x</sub> and PM emissions.
- c. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy S11 of the London Plan and the GLA NRMM LEZ

#### Waste and recycling

- 6 Prior to occupation of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and

approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy SI7 of the London Plan 2021.

#### Restriction of use

- 7 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to industrial (Use Class B2); purposes only and shall not be used for any other purpose including any purpose within Class B

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity

#### Parking

- 8 Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the Local Planning Authority's standards.

#### External lighting

- 9 Prior to the commencement of above ground works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully implemented and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

#### Secure by design accreditation

- 10 Prior to occupation of the development, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the

Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure safe and secure development and reduce crime.

### Energy Strategy

- 11 Prior to the commencement of development, an Energy Strategy will be submitted to and approved in writing by the Local Planning Authority. This strategy shall deliver no less than a 35% of on-site total CO<sub>2</sub> reduction in comparison with total emissions from a building which complies with Building Regulations 2013 Part L. The energy strategy shall set out the baseline emissions, and emissions reduced under the Energy Hierarchy (Be Lean, Be Clean and Be Green) in tonne of carbon per year (tCO<sub>2</sub>/year). The applicant should explore the use of heat pumps to provide a low-carbon hot water source for the office space. The applicant shall also provide details of the proposed solar photovoltaic panels. This should include the proposed energy generation potential (kWp/year), and specify the area, angle, orientation, efficiency, type of the panels. The solar PV shall be installed by an MSC-accredited installer.

The final agreed energy strategy shall be installed and in operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2 and 5.7, Publication London Plan Policy SI2 and Local Plan Policy SP4.

### Sustainability Strategy

- 12 (a) Prior to the commencement of development, an updated Sustainability Statement shall be submitted and approved in writing by the Local Planning Authority. This should be in the form of a BREEAM Pre-Assessment to demonstrate a minimum rating of 'Very Good'.

In addition, the applicant should include a statement that demonstrates how the proposals have included greening on the site, and how the site's drainage infrastructure will improve to reduce the surface water runoff.

- (b) Prior to the occupation of the unit, a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved.

- (c) The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3, 5.10, 5.12 and 5.13, and Local Plan Policy SP4.

#### Cycle parking

- 13 The applicant shall provide 12 no. cycle parking spaces designed in line with the London Cycle Design Standard. at least five percent of cycle parking must include wider spacing to accommodate larger and adapted cycles. The development shall be provided as approved and retained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycling Design Standards.

#### Drainage

- 14 Prior to commencement of development on site a plan for sustainable drainage and improvements for the flood risk of the area and safe disposal and sustainable use of water on site. The development shall be provided as approved and retained as such thereafter.

Reason: To ensure the critical drainage and flood risk is improved in accordance with policies DM26 and DM27 of the DPD (2017)

#### Materials

- 15 Samples of materials to be used for the external surfaces hardstanding, gates and fencing, of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types, cladding, window frames and a roofing material sample combined with a schedule of the exact product references. The development shall be provided as approved and retained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D4 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

#### Noise

- 16 The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A)

below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

## CMP

- 17 Construction Management Plan (including Construction Logistics Plan)
- Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:
- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
  - b) The estimated peak number and type of vehicles per day and week;
  - c) Estimates for the number and type of parking suspensions that will be required; and
  - d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

## Delivery and Servicing Plan

- 18 Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:
- a) Identifying where safe and legal loading and unloading can take place;
  - b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
  - c) Managing deliveries to reduce the number of trips, particularly during peak hours;
  - d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and

e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

**Informatives:**

**INFORMATIVE:**

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

**INFORMATIVE : CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £176,806 (2,920sqm x £60.55 x 1) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

In this instance it is noteworthy that the development would be in place of floorspace that had previously existed on site, albeit not being demolished and re-provided as part of this application. An informative will advise that the applicant may wish to investigate applying for CIL exemption prior to commencement of development.

**INFORMATIVE :**

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

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

**INFORMATIVE :**

Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996

which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

**INFORMATIVE :**

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

**INFORMATIVE :**

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

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

The applicant is advised that extensive comments have been provided by Thames Water outlining the responsibilities of owners of the site in development (available on the application file online). The site is within 15m of waste water assets, so developers should be aware of the guidance on working near such assets. Likewise guidance on crossing public sewers should be reviewed. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Petrol / oil interceptors shall be fitted in all car parking / washing / repair facilities. The applicant shall demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer during construction and operation. Surface water drainage will require a sequential approach to disposal. If using mains water for construction then Thames Water should be contacted.

**INFORMATIVE: Signage**

The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.



Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>The plans and Transport Statement provided by the applicant have been reviewed and the following comments have been made in relation to transport planning matters:</p> <p><b>1. Multimodal Trip Generation and Impact Assessment</b></p> <p>The Transport Statement does not include any trip generation exercise, on the basis that the proposals are for the replacement of the former building now demolished. A multimodal trip generation assessment should be included within the report and assess the likely number of trips generated by the scheme during the network peak hours (08:00-09:00 and 17:00-18:00), per mode of travel. The TRICS database should be used to derive all-person trip rates whereas it is recommended to use the 2011 Census method-of-travel-to-work data for the workplace zone encompassing the site to obtain a suitable modal split.</p> <p>The impact of these quantified trips should be briefly discussed in light of the likely trip generation of the previous unit and within the context of the capacity of the local transport networks.</p> <p><b>2. Car Parking</b></p> <p>The development proposals are for a 2,920m<sup>2</sup> GIA two-storey light industrial unit (B2) aiming to replace a previously destroyed unit of the same floor area, and 8 car parking spaces.</p> <p>Based on the car parking standards of the Publication London Plan dated December 2020 (Table 10.4 Maximum Office Parking Standards) for a site located in an Outer London Borough within an Opportunity Area (Upper Lea Valley), the maximum parking provision allowed is 1 space per 600m<sup>2</sup> gross internal area (GIA), i.e. a maximum of 5 car parking spaces for employees and visitors.</p>	<p>Noted following further discussions the transportation officers are now satisfied with the proposal subject to conditions and obligations attached.</p>

Stakeholder	Question/Comment	Response
	<p>This is less than that proposed by the applicant (8 car parking spaces).</p> <p>Depending on the trip generation characteristics of the site (yet to be determined by the applicant), a degree of flexibility may be applied to the proposals to accommodate more than 5 car parking spaces.</p> <p>The proposed development must also make appropriate provision for disabled users and infrastructure for electric or other Ultra-Low Emission vehicles.</p> <p>One of the car parking spaces should be allocated to disabled users (Policy T6.5 Non-Residential Disabled Persons Parking). It should be located on firm and level ground, as close as possible to the building entrance or facility it is associated with. It should be marked up as a disabled persons parking bay from the outset and have the right dimensions, i.e. 6m x 3.6m, including a 1.2m wide zone on one side of the vehicle and to the rear for boot access. A dropped kerb should be provided if there is access to a pedestrian walkway on one side.</p> <p>In line with Policy T6 Car Parking, a Parking Design and Management Plan should be submitted which includes a car parking provision adequate for the needs of the proposed development, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.</p> <p><b>3. Vehicle Access and Swept Paths</b></p> <p>The applicant has indicated in the Transport Statement and on the</p>	

Stakeholder	Question/Comment	Response
	<p>plans that the units are proposed to be accessible to vans that would enter them. Swept paths of such vehicles entering and exiting each unit should be provided, as well as the manoeuvres needed to be performed from and to the highway.</p> <p>In addition, the proposed car parking spaces outside Units 1, 2 and 3A should be relocated as they block vehicle access to these units.</p> <p><b>4. Operational Parking (Deliveries and Servicing) and Emergency Access</b></p> <p>In line with Policy T6 Car Parking, adequate provision should be made for efficient deliveries and servicing and emergency access. All operational parking should make provision for infrastructure for electric or other Ultra-Low Emission vehicles, including offering rapid charging.</p> <p>The plans show two parking spaces for loading and unloading activities, outside Units 1, 2 and 3A. The applicant should demonstrate how this proposed operational parking provision is predicted to be sufficient to meet the demand of the proposed building. Each loading bay should have 3m of offload space behind.</p> <p>Operational parking should also be covered in the Parking Design and Management Plan.</p> <p>Details of emergency access arrangements should also be set out by the applicant.</p> <p><b>Proposed Cycle Parking</b></p> <p>There will also need to be a planning condition on cycle parking.</p> <p>The applicant proposes 36 cycle parking spaces across the 6 units, or 6 per unit, which therefore satisfies the minimum London Plan (2021) minimum cycle parking standards. The external doors granting access to the cycle parking area in each unit should be</p>	

Stakeholder	Question/Comment	Response
	<p>1.2m wide at least. Long-stay parking should be provided either in the form of Sheffield stands, or a mixture of Sheffield stands and two-tier racks. A clear headroom of at least 2.6m is required to install two-tier racks.</p> <p>In addition to long-stay cycle parking, short-stay (visitor) cycle parking should also be provided, with a minimum of 3 spaces (rounded up to 4 spaces). Short-stay parking should be located outside the building, within the site's boundaries and near the entrances of the building, and provided in the form of 2 Sheffield stands.</p> <p>Supporting facilities are recommended, including changing rooms, lockers and shower facilities. Accessible facilities for disabled cyclists should also be provided.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements is to be secured by planning condition. This will involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.</p> <p><b>Additional Documents</b></p> <p>A Construction Management Plan (incorporating a Construction Logistics Plan) and a Delivery and Servicing Plan are to be secured by planning conditions.</p> <p><b>S106 agreement</b></p> <p>Travel plan monitoring contributions, s278 highway works, car free/capped developments etc</p> <p><b>Planning Conditions</b></p> <p>I have set out the following planning conditions that would need to</p>	

Stakeholder	Question/Comment	Response
	<p>be attached to the planning permission:</p> <p><u>Planning Conditions</u></p> <p>1) <u>Cycle Parking</u></p> <p>No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until 36 long-stay and 4 short-stay cycle parking spaces for the employees and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.</p> <p><u>Reason:</u> To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.</p> <p>2) <u>Construction Management Plan (including Construction Logistics Plan)</u></p> <p>Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:</p> <p>a) The routing of excavation and construction vehicles, including a</p>	

Stakeholder	Question/Comment	Response
	<p>response to existing or known projected major building works at other sites in the vicinity and local works on the highway;</p> <p>b) The estimated peak number and type of vehicles per day and week;</p> <p>c) Estimates for the number and type of parking suspensions that will be required; and</p> <p>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</p> <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.</p> <p>3) <u>Delivery and Servicing Plan</u></p> <p>Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:</p> <p>a) Identifying where safe and legal loading and unloading can take place;</p> <p>b) Ensuring delivery activities do not hinder the flow of traffic on the</p>	

Stakeholder	Question/Comment	Response
	<p>public highway;</p> <p>c) Managing deliveries to reduce the number of trips, particularly during peak hours;</p> <p>d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and</p> <p>e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).</p> <p><u>Reason:</u> To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.</p>	
<b>Building Control</b>	<p>This department has no objection to this application.</p> <p>This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p> <p>You may also contact Haringey Building Control for Free Application advice/meeting to discuss the scheme further in particular B5 - fire brigade Access.</p>	Noted.
<b>Waste Management</b>	Any Commercial enterprise must arrange for a scheduled	Noted condition 6 attached requesting

Stakeholder	Question/Comment	Response
	<p>waste collection with a Commercial Waste Contractor. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is always contained.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of N/A for waste storage and collection.</p>	<p>details of waste storage.</p>
<b>Pollution</b>	<p>Having considered all the submitted supportive information, please be advise that we have no objection to the development in relation to AQ and Land Contamination but planning conditions are recommend should planning permission be granted considering the site is located on an unspecified factory work of medium risk and within a close proximity of other contaminated land use sites.</p> <p>However, with the nature of the proposed development i.e. light industrial unit, it might be possible</p>	<p>Noted conditions attached.</p>
<b>Regeneration</b>	<p>I believe there is need for comprehensive development to address some of the fundamental issues around highways / servicing affecting this area – and looking at the plans servicing / parking seems to be a key issues, particular in light of the applicant providing a number of separate units each will</p>	<p>Noted, address in para 6.4.4.</p>



Stakeholder	Question/Comment	Response
	<p>need to accommodate individual servicing. I'm not convinced by what's been shown that the proposal will accommodate servicing on site and am therefore concerned this will exacerbate the existing issues in terms of parking / highways. They may need to review building lines etc to ensure that there is sufficient yard space on site, and as highlighted above – I suspect this would be more efficient if they worked comprehensively with adjacent landowners to address this issue.</p> <p>No issues with the smaller units – but would be good to demonstrate flexibility in terms of structure / servicing to allow for a single business to occupy multiple units.</p> <p>The individual units do activate the street well but there doesn't seem to be much presented on material / appearance etc – be good to secure good quality materials / detailing to set a precedent for future development.</p>	
<b>Economic Development</b>	<p>Request Local Labour Obligations</p> <p>The recommended work placements and other employment and skills KPI's such as apprenticeship, training, local labour and career event requirements would depend on a number of factors such as the main contractor's peak workforce and estimated construction contract value.</p>	Noted, S106 obligations included.
<b>Carbon Management</b>	<p>In preparing this consultation response, we have reviewed the Sustainability Statement and Energy Statement and relevant supporting documents. It is noted that the building was destroyed by a fire and this application seeks to replace the building.</p> <p><b>Summary</b></p>	Noted, conditions and obligations attached accordingly.

Stakeholder	Question/Comment	Response
	<p>As a major planning application, the development does not meet the policy requirement to achieve a zero-carbon development. Further information needs to be provided in relation to the energy and sustainability strategies. This should be addressed through planning conditions.</p> <p><b>Energy – Overall</b> Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The proposal seeks to comply with Building Regulations, with timber floor, wall and roof insulation and a reduction in thermal bridging. No insulation thicknesses have been provided, nor an assessment of the baseline emissions and reduction in emissions from this proposal. However, if complying with Building Regulations standards only, this proposal will <u>not</u> meet Haringey’s zero carbon standard (100% reduction on Building Regulations Part L), <u>nor</u> the London Plan’s minimum 35% improvement from Part L.</p> <p>The applicant should follow the Energy Assessment Guidance, published by the GLA: <a href="https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0">https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0</a>. The Energy Strategy should set out the baseline emissions and demonstrate how the development’s carbon emissions will be reduced in line with the Energy Hierarchy, set out in the London Plan.</p>	

Stakeholder	Question/Comment	Response														
	<p><b>Energy – Lean</b> The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="558 412 1272 678"> <tbody> <tr> <td>Floor u-value</td> <td>Not stated</td> </tr> <tr> <td>External wall u-value</td> <td>Not stated</td> </tr> <tr> <td>Roof u-value</td> <td>0.18 W/m<sup>2</sup>K</td> </tr> <tr> <td>Door u-value</td> <td>Not stated</td> </tr> <tr> <td>Window u-value</td> <td>1.60 W/m<sup>2</sup>K</td> </tr> <tr> <td>G-value</td> <td>Not stated</td> </tr> <tr> <td>Air permeability rate</td> <td>Not stated</td> </tr> </tbody> </table> <p><b>Energy – Clean</b> The applicant is not proposing any Be Clean measures.</p> <p><b>Energy – Green</b> The application has proposed solar photovoltaic (PV) panels on the flat roof. The detail of this will need to be conditioned. The applicant should also consider replacing the proposed gas boiler with a heat pump.</p> <p>The applicant should be meeting a minimum 20% reduction in emissions from renewable energy technologies on site.</p> <p><b>Carbon Offset Contribution</b> It is not clear what the carbon shortfall would be in tCO<sub>2</sub>/year. A price of £2,850/tCO<sub>2</sub> must be paid for any shortfall of emissions from a Part L 2013 Building Regulations compliant building.</p> <p><b>Sustainability</b></p>	Floor u-value	Not stated	External wall u-value	Not stated	Roof u-value	0.18 W/m <sup>2</sup> K	Door u-value	Not stated	Window u-value	1.60 W/m <sup>2</sup> K	G-value	Not stated	Air permeability rate	Not stated	
Floor u-value	Not stated															
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G-value	Not stated															
Air permeability rate	Not stated															

Stakeholder	Question/Comment	Response
	<p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p>The applicant has not prepared a BREEAM Pre-Assessment Report. This is required for applications of this size.</p> <ul style="list-style-type: none"> <li>- The scheme should incorporate ecological features, and introduce greening. This will help reduce the surface water runoff from the hard landscaping, and improve the wellbeing of staff members. This could be incorporated along the boundary with the retaining wall.</li> <li>- The applicant should consider including EV charging points in the car park.</li> <li>- How surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer.</li> </ul> <p><b>Conclusion</b> Overall, it is considered that the application <b>cannot currently be supported</b> from a carbon reduction and sustainability point of view.</p> <p><b>Proposed Planning Conditions</b></p> <p><u>Energy Strategy</u> Prior to the commencement of development, an Energy Strategy will be submitted to and approved in writing by the Local Planning Authority. This strategy shall deliver no less than a 35% of on-site total CO<sub>2</sub> reduction in comparison with total emissions from a building which complies with Building</p>	

Stakeholder	Question/Comment	Response
	<p>Regulations 2013 Part L. The energy strategy shall set out the baseline emissions, and emissions reduced under the Energy Hierarchy (Be Lean, Be Clean and Be Green) in tonne of carbon per year (tCO<sub>2</sub>/year). The applicant should explore the use of heat pumps to provide a low-carbon hot water source for the offices. The applicant shall also provide details of the proposed solar photovoltaic panels. This should include the proposed energy generation potential (kWp/year), and specify the area, angle, orientation, efficiency, type of the panels. The solar PV shall be installed by an MSC-accredited installer.</p> <p>The applicant shall also calculate the carbon offset contribution at £2,850 tCO<sub>2</sub>/year that will be due for the shortfall in emissions to reach a zero-carbon development (100% reduction in emissions).</p> <p>The final agreed energy strategy shall be installed and in operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.</p> <p>Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2 and 5.7, Publication London Plan Policy SI2 and Local Plan Policy SP4.</p> <p><u>Sustainability Strategy</u></p> <p>(a) Prior to the commencement of development, an updated Sustainability Statement shall be submitted and approved in writing by the Local Planning</p>	

Stakeholder	Question/Comment	Response
	<p>Authority. This should be in the form of a BREEAM Pre-Assessment to demonstrate a minimum rating of 'Very Good'.</p> <p>In addition, the applicant should include a statement that demonstrates how the proposals have included greening on the site, and how the site's drainage infrastructure will improve to reduce the surface water runoff.</p> <p>(b) Prior to the occupation of the unit, a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved.</p> <p>(c) The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3, 5.10, 5.12 and 5.13, and Local Plan Policy SP4.</p>	
<b>EXTERNAL</b>		
<b>Thames Water</b>	With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential	Noted, informatives attached.

Stakeholder	Question/Comment	Response
	<p>approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a></p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>	

Stakeholder	Question/Comment	Response
	<p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>.</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>. Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a>  Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water would advise that with regard to WASTE</p>	



Stakeholder	Question/Comment	Response
	<p>WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments  There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a></p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="https://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p>	
<b>GLAAS</b>	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>No further assessment or conditions are therefore necessary.</p>	Noted
<b>Cllr Bevan</b>	<p>Comments: I note the previous applications for this fire damaged site, my comments for previous application I have repeated below. As this application refers to a site that will also have similar adjacent development soon I am concerned that the approval for these conditions will be such that future adjacent developments will have similar standards applied. This to achieve future uniformity of design and overall enhancement of all these adjacent developments / sites.</p> <p>I would draw attention to the industrial estate on Leaside Road, N17 0QJ, the Mowlem estate which has recently been developed and is to a very high standard in many respects. I would request that this development achieve the same high standards, including the green fencing, which ensures to some extent that the site does not look like a prison site. Assuming of course that fencing will be required for this development?</p>	<p>Design and comprehensive development addressed in para 6.4.3 -4.</p> <p>A condition is attached requiring materials to be submitted for approval. This site does not include boundary fencing as it abuts another commercial unit.</p>

Stakeholder	Question/Comment	Response
	<p>I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 16 years as a Cllr for this ward.</p> <p>In addition I now refer to the MAYOR of London's Supplementary Planning Guidance in particular I would require that this proposal will comply with the above guidance standards and indeed building regulations.</p> <p>I have concerns as to the use of panels and cladding as proposed.</p> <p>I assume that the adjacent area will also be rebuilt soon, I am seeking some uniformity in future for the development of this whole site, this to be considered prior to approval of this application and how this application would permit and enhance this aspiration.</p> <p>I appreciate that this is an industrial site but I refer to the need for improved design and attractiveness that is now required by Haringey and The Mayor of London for all applications.</p> <p>I have concerns that this aspiration for improved design has not been achieved with this application.</p>	

## Appendix 2 Plans and Images

### Location Plan

SITE PLAN 1:500

- noted otherwise.
- 2. This drawing to be read in conjunction with the drawings and specifications.
- 3. All work to comply with the Building Code of Practice and the Building Regulations.

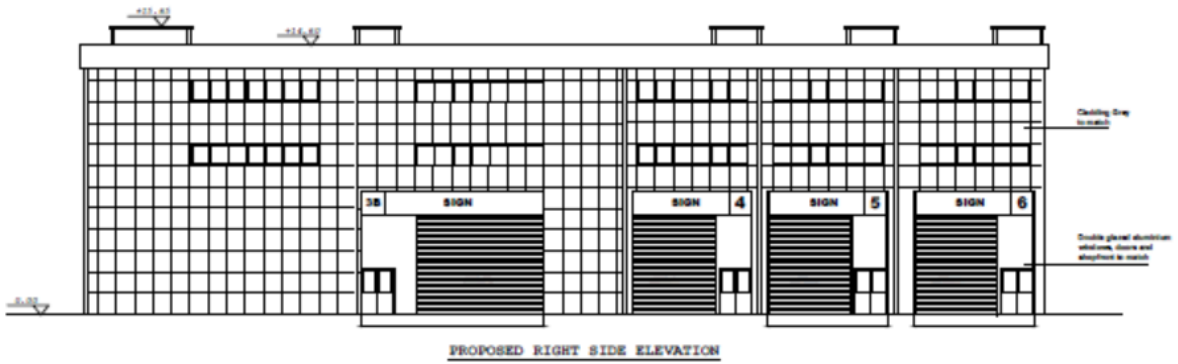
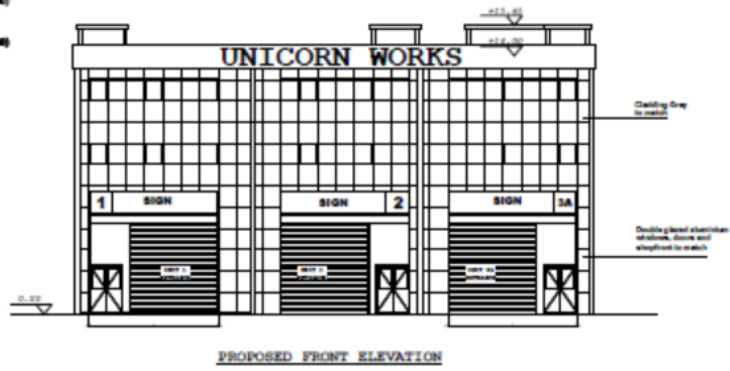
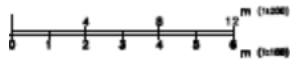


**Previous Building**



Image capture: Jun 2017 © 2019 Google

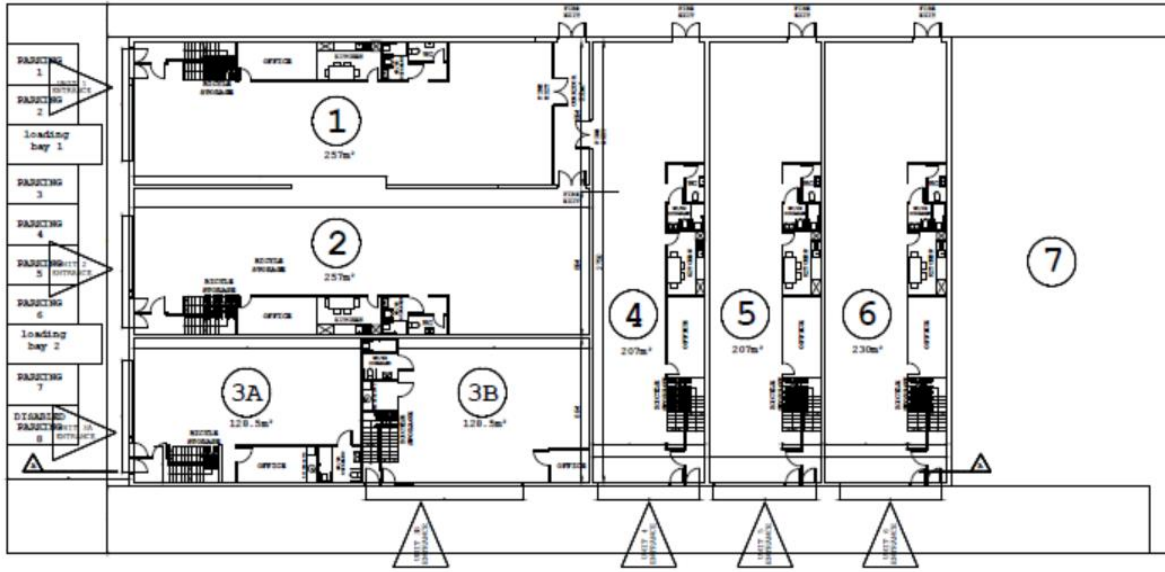
# Proposed elevations



# Proposed floor plan



1. All dimensions in millimetres (mm) and levels in metres (m) are noted otherwise.
2. This drawing to be read in conjunction with all other relevant drawings and specifications.
3. All work to comply with the relevant British Standards, Codes of Practice and the Building Regulations.



**PROPOSED GROUND FLOOR PLAN**