

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2024/1798

Ward: Northumberland Park

Address: International House, Tariff Road, Tottenham, London, N17 0DY

Proposal: Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.

Applicant: FPF Holdings LTd

Ownership: Private

Case Officer Contact: Eunice Huang

Date received: 26/06/2024

1.1 This application is being reported to the Planning Sub Committee for a decision, as it is a major commercial development, where over 1,000 square metres of floor area is proposed.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, within a designated Strategic Industrial Location (SIL). The scheme would deliver high quality commercial space, an increased density of employment uses and new jobs. These outcomes comply with the relevant planning policies along with aligning with the Council's wider economic strategy for the Borough.
- The development would be of a high standard of design, which would respect the character and appearance of the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.
- The operation of nearby businesses would not be compromised, and the living conditions of neighbouring residential properties would not be harmed.

- The development would provide a sufficient number of car and cycle parking spaces, which would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- The scheme has been designed to include a range of sustainability measures, delivering a 42% reduction in carbon emissions.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a legal agreement satisfactory to the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability, that secures the obligations set out in the Heads of Terms.
- 2.2 That the legal agreement referred to in resolution (2.1) above, is to be completed no later than 3 months from the date of the Planning Sub-Committee meeting or within such extended time as the Assistant Director for Planning, Building Standards & Sustainability/Head of Development Management & Planning Enforcement shall in their sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives.
- 2.4 That delegated authority be granted to the Head of Development Management & Planning Enforcement or the Assistant Director for Planning, Building Standards and Sustainability, to make any alteration, additions or deletions to the recommended measures 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.

Summary Lists of Conditions, Informative and Heads of Terms

Summary of Conditions (the full text of the recommended conditions can be found in Appendix 1 of this report).

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials and elevations
- 4) Unexpected Contamination

- 5) Demolition/Construction Environmental Management Plans
- 6) Waste and recycling
- 7) Construction Management Plan (including Construction Logistics Plan)
- 8) Uses
- 9) Cycle Parking
- 10) Surface Water Drainage
- 11) Drainage Management and Maintenance
- 12) Secured by Design Accreditation
- 13) Energy Strategy
- 14) DEN Connection
- 15) Overheating
- 16) Boundary Treatment
- 17) Access Gate Arrangements
- 18) Delivery and Servicing Plan
- 19) Car Parking Management Plan
- 20) Electric Vehicle Charging
- 21) Hard and Soft Landscaping
- 22) Noise Management
- 23) Living Roofs
- 24) Tree Protection Plan
- 25) BREEAM

Informatives

- 1) NPPF
- 2) Land Ownership
- 3) Hours of Construction Work
- 4) Party Wall Agreement
- 5) London Fire Brigade
- 6) Thames Water
- 7) Advertisement
- 8) Secured by Design
- 9) Pollution
- 10) Community Infrastructure Levy

Section 106 Heads of Terms

- 1) Sustainable Transport Initiatives:
 - a. Implementation of Revised Commercial Travel Plan and monitoring of travel plan contribution
 - b. Permit free with respect to business parking permits for the CPZ.
- 2) Construction Logistics and Management
- 3) Considerate Constructors

- 4) Employment Initiative – participation and financial contribution towards local employment and training:
 - a. Provision of a named Employment and Skills Lead
 - b. 20% of the on-site workforce to be Haringey residents;
 - c. 5% of the on-site workforce to be Haringey resident trainees;
 - d. Provide apprenticeships at one per £3m development cost (max. 10% of total staff); and
 - e. Provide a support fee of £1,500 per apprenticeship towards recruitment costs.
- 5) Carbon Mitigation:
 - a. DEN
 - b. Energy Plan
 - c. Sustainability Review; and
 - d. Carbon offset contribution to be calculated at £2,850 per tCO2 plus a 10% management fee at the Energy Plan and Sustainability stages.
 - e. Solar PV monitoring
 - f. Be Seen energy performance indicators
 - g. Metering Strategy
- 6) Highway Improvements
 - a. Highway Works Specification and S.278 agreement
- 7) Monitoring Contribution:
 - a. 5% of total value of contributions (not including monitoring);
 - b. £500 per non-financial contribution
 - c. Total monitoring contribution to not exceed £50,000

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 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) 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 and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment

by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.

2. The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of business permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.
 3. The proposed development, in the absence of a legal agreement securing energy efficient measures, future connection to the DEN and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 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. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed Development

- 3.1.1. This is an application for the demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.



Figure 1: Aerial view – the site

3.2. Site and Surroundings

- 3.2.1. The application site is located on the western side of Tariff Road, between Northumberland Park to the south and Brantwood Road to the north. The site comprises a part one storey, part two storey industrial/warehouse building with an external storage yard.
- 3.2.2. The site is situated within the wider industrial estate between Middleham Road, Northumberland Park, Willoughby Lane and Grange Road, within Brantwood Strategic Industrial Location (SIL). Land to the south and west is within the site allocation Northumberland Park Estate Renewal which is also a designated Growth Area and Tall Building Growth Area.

- 3.2.3. There are large warehouses located to the north, east and west of the site. Residential terraces are located immediately south of the site, and a mix of residential development is located further west on Grange Road.
- 3.2.4. To the north, the site is bounded by a private road serving the warehouses to the north and west of the site. To the south, the site is bounded by the rear gardens of residential terraces (Gillham Terrace) and another industrial site currently occupied by W.S Jenkins & Co Ltd.
- 3.2.5. The site has a Public Transport Accessibility Level (PTAL) rating of 4, considered 'good' access to public transport services. Five different buses are accessible within 5 to 8 minute walk of the site, White Hart Lane Overground Station is a 12 minute walk away, and Northumberland Park National Rail Station is an 11 minute walk away. The site is also located within the Tottenham Event Day CPZ, which operates on match days and evenings when there are games or concerts/other events at the Tottenham Hotspur Stadium.

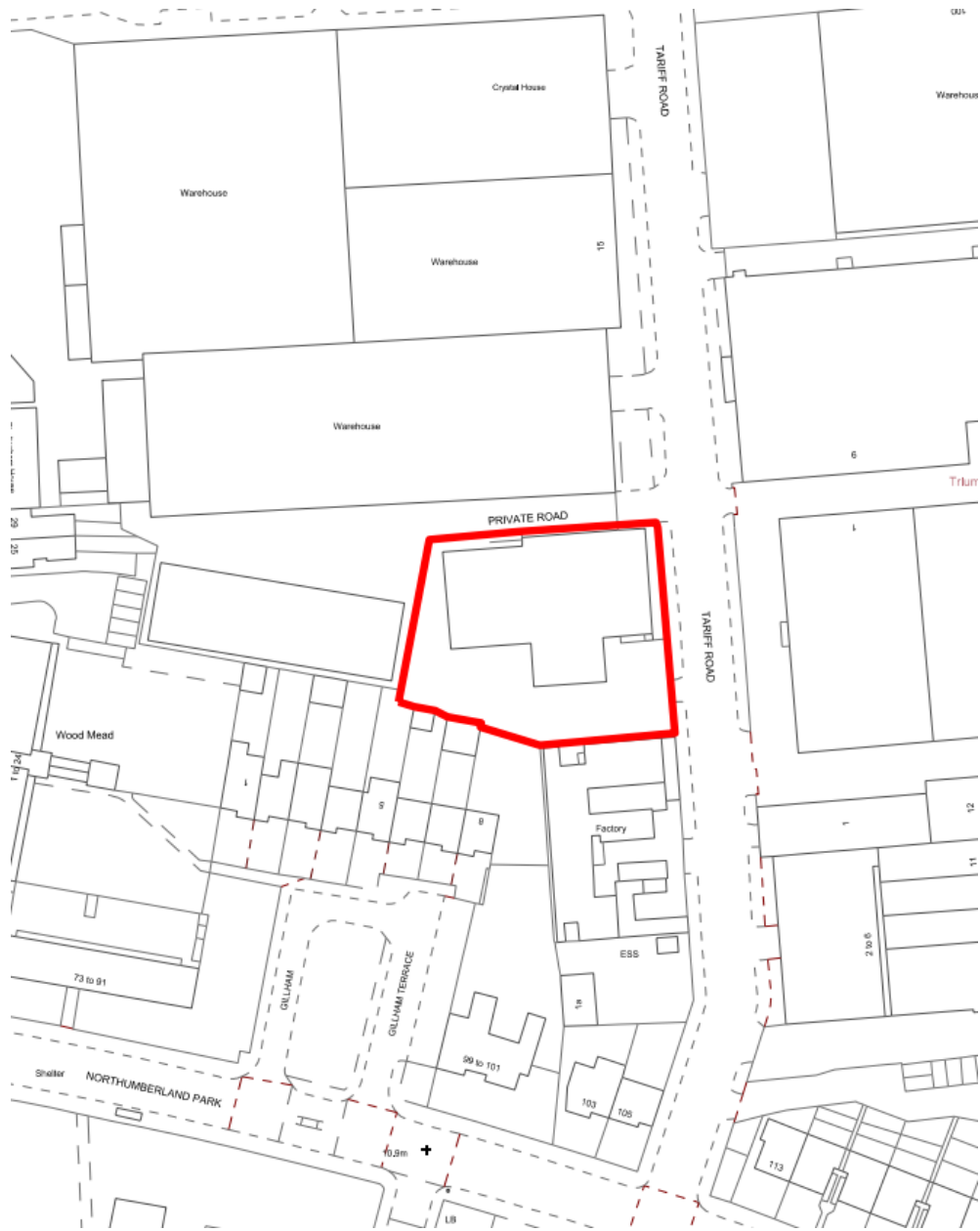


Figure 2: Site Location Plan



Figure 3: Street Scene View (Application site to the left)

3.3. Relevant Planning and Enforcement History

3.3.1. There is no recent relevant planning history on the site.

4. CONSULTATION RESPONSES

4.1. Planning Application Consultation

4.1.1. The following consultations responses have been received:

Internal:

- 1) LBH Carbon Management: No objection, subject to conditions and legal agreement.
- 2) LBH Waste: No objection, subject to conditions.
- 3) LBH Pollution: No objection, subject to conditions.
- 4) LBH Transportation: No objection, subject to conditions and legal agreement.
- 5) LBH Design: No objection.
- 6) LBH Waste Management: No objection.
- 7) LBH Drainage: No objection, subject to conditions.
- 8) Cllr Bevan: Comments highlight the need for a high design quality.

External:

- 9) Metropolitan Police Designing Out Crime Officer: No objection, subject to conditions.

10)Thames Water: No objection, subject to inclusion of informatives regarding sequential approach, sewers, groundwater discharge, etc.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties:

5.2 The application has been publicised by way of a press notice and a site notice. 104 individual letters were sent to surrounding local properties.

5.3 No representations were received from neighbours, local groups, etc in response to notification and publicity of the application.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and appearance;
3. Impact on amenity of neighbouring properties;
4. Parking and highway safety; access and servicing
5. Energy and climate change;
6. Urban greening and ecology/biodiversity
7. Flood risk and drainage;
8. Air quality and land contamination;
9. Waste and recycling;
10. Employment and training; and
11. Fire safety.

6.2 Principle of Development

6.2.1 The site is located within the Brantwood Strategic Industrial Location (SIL), having the reference DEA1. The Strategic Industrial Location (SIL) designation safeguards the land for a range of industrial use classes ranging from Class E(g) (Commercial Business and Service – formerly Class B1), Class B2 (General Industrial) and Class B8 (Distribution or Storage).

6.2.2 The National Planning Policy Framework (NPPF) 2024 encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.

- 6.2.3 The London Plan (2021) Policy E5 states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis.
- 6.2.4 The London Plan (2021) Policies E4 and E5 state 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; and
 5. support access to supply chains and local employment in industrial and related activities.
- 6.2.5 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range of industrial uses. The policy states that The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, 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.
- 6.2.6 In addition, the Council will also:
- Support local employment and regeneration aims;

- Support environment 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.

6.2.7 Policy DM37 Part A of the Development Management DPD states that, within SIL proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development proposal:

- Is consistent with the range of uses identified in Policy SP8;
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/ movements; and
- Improves and enhances the quality of the local environment and business area; and
- Demonstrably improves the functionality of the site for employment proposes including improvements in the quality/type of employment space, quality/density of jobs on-site and the site's contribution to the Council's wider employment objectives.

6.2.8 The proposed building will provide a Gross External Area (GEA) of 1563.9sqm or Gross Internal Area (GIA) of 1330.9sqm. The existing GEA is 928.5sqm. The proposal will thus result in a 635.4sqm or 68% increase in the amount of the floor space which previously existed on site.

6.2.9 The proposed floor space would be for a B2 use relating to the relocation of the headquarters of Herts Heritage Building and Roof Suppliers, who provide a range of building services including scaffold and roofing, general building, disabled adaptations renovations and refurbishments, landscape design and passive fire protection - and are currently based in Hackney. The building includes a workshop on the ground floor level, and offices that support the company's core business activities. The proposal has been designed to meet the needs of Herts Heritage, incorporating flexible office spaces which can be sublet to partnering businesses and other occupiers, and accommodate future growth of the company. The proposal also incorporates an external scaffolding yard (B8 use) to the rear of the building.

6.2.10 It is understood the site was last occupied by a bath manufacturer, with a storage yard, employing 4 staff. This is considered to be an under-utilisation of the land. The proposal would supply a substantial uplift in the quantity, density and quality of business floorspace on the site. This intensification is supported by policy at all

levels and would represent a clear enhancement in the use of the site for employment purposes.

6.2.11 The applicant has reported that there are 26 staff employed by Herts Heritage. 15 of which are office-based and 11 are on-site staff. The company estimates a growth to 30-35 employees. A partnering company is also anticipated to occupy the hybrid office space proposed, with 3 existing office-based staff and 15 existing site personnel, alongside partnering contractors with 20-30 part-time office-based staff. Thus, the proposal would facilitate a marked increase in employment activity in a higher quality commercial environment, benefitting the local community through increased employment opportunities.

6.2.12 Overall, the proposal would enable the regeneration of this part of the estate and intensify employment opportunities within the site. The scheme would deliver good quality flexible employment floorspace for a range of uses, which would assist in addressing the employment needs of the local population and contribute to the overarching economic objectives for the Borough, in accordance with the aforementioned policies. Given the policy support of the proposed B2/B8 use, the proposed development is considered acceptable in principle.

6.3 Design and Appearance

6.3.1 DM Policy (2017) 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 Policy D4.

6.3.2 The site is currently occupied by a part one storey, part two storey industrial/warehouse building. This will be demolished and a new four-storey building will be erected, containing offices and a workshop. The proposed redevelopment would result in the presence of built form of notably greater scale on site. The new development would follow the existing street alignment; the office building is setback 2.425m from the street boundary, while the secure gate to the scaffolding yard and car park is aligned to the street boundary. The proposed

building would occupy a smaller footprint than existing, to accommodate scaffolding lorry parking and the scaffolding yard to the rear; but be twice as high.

- 6.3.3 The proposed building has a four-storey appearance, with a sawtooth roof. The ground floor element would be composed of brick with inset concrete panels in a red tone, with the storeys above constructed of lightweight grey corrugated metal cladding. The upper storeys are to be set in from the storey below. The roofs of the upper levels incorporate a green roof, which aids in softening the appearance of the building. The overall design results in an articulated appearance that references its industrial setting and mitigates visual bulk while delivering uplift in floor space.
- 6.3.4 The surrounding area is comprised of mainly two storey buildings, or double height warehouses. However, it is noted that there are some higher buildings present in the vicinity, including a six-storey residential block to the west. Also, approved industrial development in this SIL have been encouraged to be taller than existing buildings, to optimise the site's potential and maximise job creation. Having regard to the prevailing and emerging height of buildings in the locality, it is considered that the four-storey proposal suitably respects the scale of built form in the area through its height and articulated design, whilst meeting the aims of the SIL in respect to regeneration and floor space uplift.
- 6.3.5 In respect to the perceived bulk and scale from the neighbouring residential terraces on Gillham Terrace – the proposed building has a greater separation distance than the existing building to these properties. The proposed building is to be setback from the western and southern boundaries, with the upper storeys also stepping in away from the southern boundary. The closest residential property is situated 29m away from the roof terrace on the top level of the proposed building. The proposed separation distance satisfactorily mitigates the visual bulk impact of the development upon nearby residences.
- 6.3.6 The front facade at street level would incorporate large glazed sliding doors at the building entrance and full height glass blocks which address the street, and providing a degree of visual permeability into the site, enhancing street activation and improve pedestrian amenity immediately outside the site. Planting will be incorporated into the front setback area of the building, comprising hedges and planter beds. This is in addition to green walls on the northern side. The development also retains a street tree which forms part of an avenue of London Plane trees that benefit the character of Tariff Road. The proposed development is therefore considered to have a positive street facing appearance and impact upon the public realm.

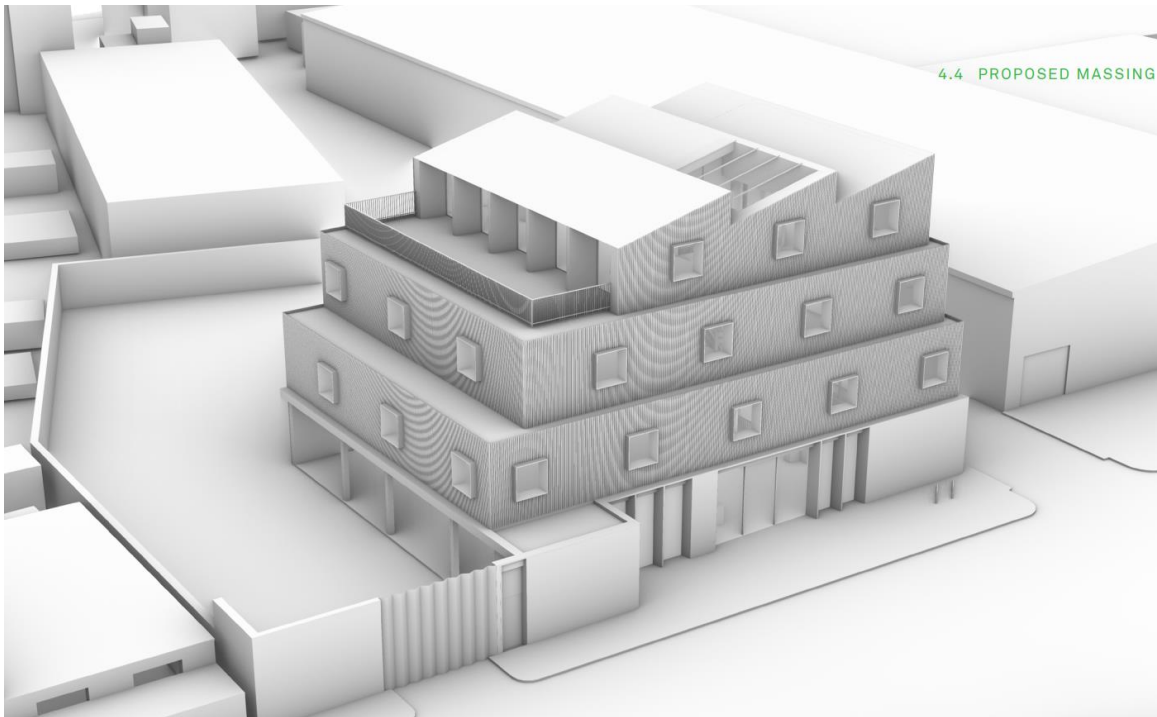


Figure 4: Proposed massing

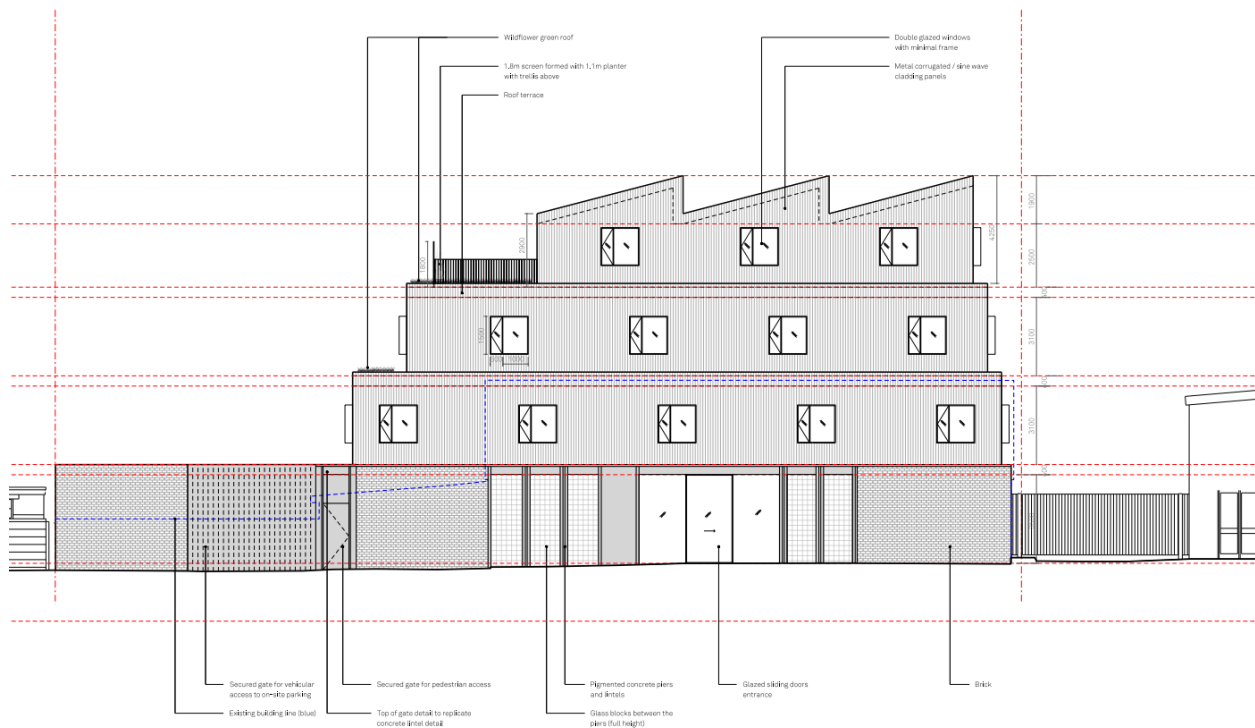


Figure 5: Proposed front elevation

6.3.7 To conclude, the proposed redevelopment would enhance the appearance of the under-utilised site, which currently does not make a positive contribution to the character of the street-scene and the surrounding area. The new building would

be of high-quality design that would relate well to the industrial nature of the area. The height, bulk, scale and massing of the redevelopment would respect the character of the surrounding area, whilst also making best use of the available space on the site for the business operations of the new occupants. The materials and detailing would be reflective of the setting but would also result in an appropriately distinctive appearance for this site. Overall, the development would make a positive contribution to the business area and would improve and enhance upon the character and appearance of the site, the street scene and quality of the local environment. The proposal is considered acceptable in design terms and complies with the relevant policies.

6.4 Inclusive Design

- 6.4.1 London Plan Policy D5 explains that proposals should ensure the highest standards of accessible and inclusive design. Developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. In addition, DPD Policy DM2 requires that all new developments can be used safely, easily and with dignity by all.
- 6.4.2 The proposed plans show that the development would be a fully inclusive scheme, including step free access, lift access to all floors, wheelchair accessible WCs and wheelchair accessible car parking. The scheme is considered to be an accessible and inclusive development, in accordance with the above mentioned policies.

6.5 Amenity of Adjoining Occupiers

- 6.5.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific it sets out that proposals should provide sufficient daylight and sunlight to surrounding housing, while also minimising overshadowing. Furthermore, new noise generating development should put in place measures to mitigate and manage noise impacts for neighbouring residents and businesses, in line with London Plan Policies D13 and D14.
- 6.5.2 Development proposals should ensure a high standard of privacy and amenity for a development's users and neighbours, in accordance with DPD Policy DM1. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land. An appropriate amount of privacy should be provided to neighbouring properties by avoiding overlooking. DPD Policy DM1 also requires proposals to address issues of vibration, noise, fumes and odour.
- 6.5.3 There are numerous commercial premises present in the vicinity of the site. It is considered that the proposed industrial and storage uses would integrate well with

the other commercial premises in the area. The noise generated by the proposed uses would not be substantially different to that created by the other industrial uses.

- 6.5.4 The nearest residential properties are located to the south-west of the site. Residential homes on Gillham Terrace adjoin the rear portion of the site. The proposed building has a greater separation distance than the existing building to these properties. The proposed building is to be setback from the western and southern boundaries, with the upper storeys also stepping in away from the southern boundary. The closest residential building is situated 29m away from the roof terrace on the top level of the proposed building. Given these arrangements it is not considered that the proposal would result in any adverse outlook impact from the neighbouring residential occupiers.
- 6.5.5 The rear scaffolding yard and lorry yard may have the potential for noise disturbance on neighbouring residential properties. Lorries would be loaded in the afternoon and driven off site by 7am Monday to Sunday. They would return at staggered intervals throughout the day. The submission of a noise management plan to mitigate this impact is required through an attached condition (condition 22).
- 6.5.6 A roof terrace is to be located on the third floor level of the new building. This roof terrace would be accessed from the internal staff canteen, as a break space for office-based staff to eat their packed lunch. No catering is proposed on site. The kitchen would be equipped with basic facilities consisting of a fridge(s), microwave(s) and kettle(s). Hence, it is anticipated that the number of people using the roof terrace at any one time would low. The applicant has outlined in correspondence that the roof terrace doors would not be kept open. Nonetheless, the staff break/lunch room use means that the canteen and roof terrace would be primarily used only during business hours. On this basis, within the established, strategic industrial setting, the noise generated by such a canteen use is acceptable and would not have an adverse impact upon the neighbouring residential occupants. This is subject to a condition requiring the submission for a noise management plan (condition 22).
- 6.5.7 In respect to privacy impact – the roof terrace would be an ancillary outdoor amenity area for staff breaks during business hours. A privacy screen 1.8m tall is proposed on the southern side of roof terrace. This screen is formed of a 1.1m high planter with a trellis supporting climbers above. This screen would be effective at mitigating direct overlooking from the terrace area and from the internal areas of third floor level. As noted above, the rear facade of the closest residential terrace is also situated 29m away from the roof terrace, ensuring that inappropriate overlooking would not occur.

6.5.8 The applicant has submitted section drawings (Section EE) demonstrating that under a 25° test, the proposed building would not cause adverse impact upon the daylight/sunlight access of the neighbouring residential terraces. The neighbouring residences are located to the south of the application site, so any shadows would be cast towards the warehouses towards the north, as opposed to the other way round. On this basis, the scheme has an acceptable daylight/sunlight impact.

6.5.9 The amenity and living conditions of the nearby residential properties would not be compromised, and therefore the proposal would comply with the aforementioned policies.

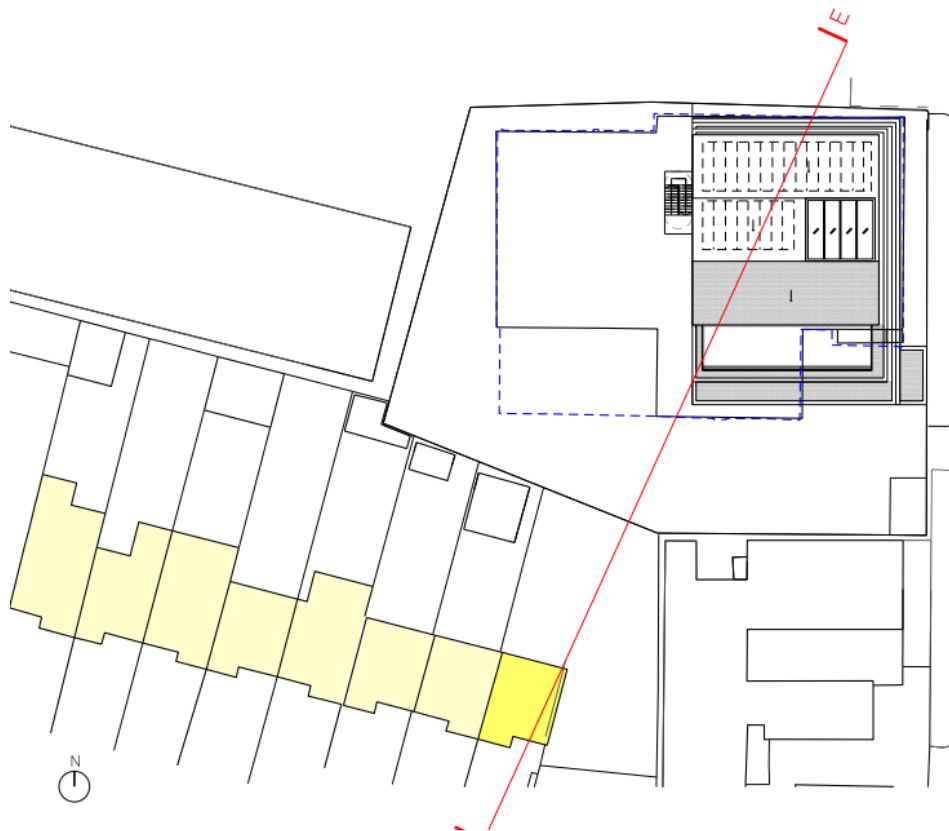


Figure 6: Site plan showing location of nearest residential buildings (yellow)

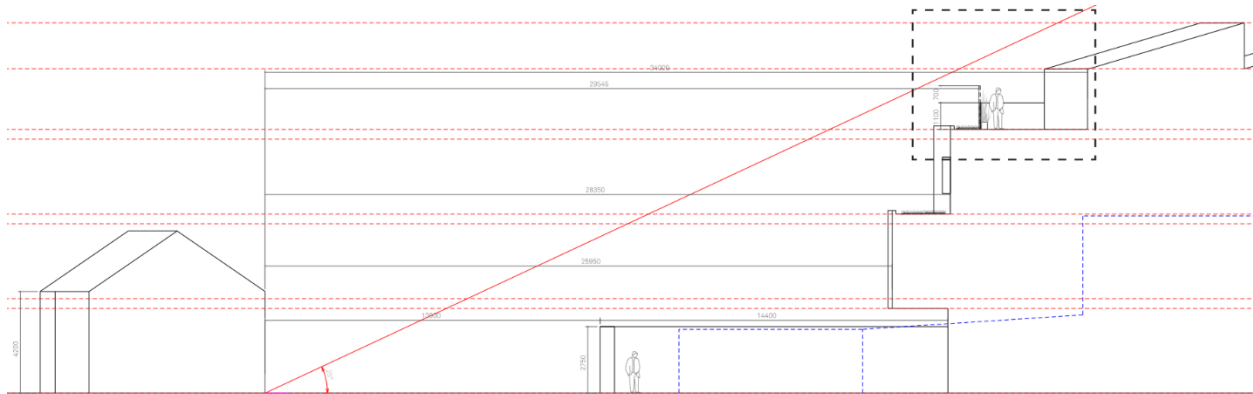


Figure 7: Section drawing showing relationship between proposed development and neighbouring residential terraces

6.6 Parking and Highway Safety, Access and Servicing

6.6.1 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan. London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary car parking. The maximum parking standards, outlined in Table T6.2 of the London Plan, should be applied to this proposal. The standards for non-residential disabled persons parking are identified in Table 10.6 of the London Plan.

6.6.2 Local Plan Policy SP7 outlines that the Council aims to tackle climate change, enhance environmental quality and improve transport safety by promoting public transport, walking and cycling. High trip generating developments should be located where public transport accessibility is high and car parking is minimised, in accordance with DPD Policy DM31 'Sustainable Transport'.

Trip Generation

6.6.3 As previously noted, the site has a PTAL of 4, which indicates that access to public transport is 'good'. The submitted Transport Assessment estimates that 22 trips would be made in total during AM peak hours and 23 trips would be made in total during PM peak hours; 174 trips would be made over a full day. The most recent use of the site was for a bath manufacturer and the Transport Assessment estimates that this use was associated with a total 2 trips during AM peak hours, 5 trips during PM peak hours, and 55 trips over a full day. This uplift in trips is acknowledged. Council's Transportation Officers have raised no objections to the

trip generation, noting that the increase in trips would not impact the public highway or public transport capacities and networks.

Car Parking

- 6.6.4 Eight 9m long scaffolding lorries would operate from the site. These would have a tandem parking arrangement, with four banks of two spaces. They would be loaded during afternoons for morning departures out on site. It is understood that these will leave the site in 'space order' so the tandem arrangement should not cause additional manoeuvring beyond access and egress.
- 6.6.5 In addition to this there would be 12 car parking spaces. There are no specific car parking standards for a B2 use in the London Plan, which states that car parking provision should be derived on a case by case basis. Council's Transportation Officers have analysed the parking demand based on the trip generation calculations, concluding that the proposed parking provision would satisfactorily cater for all demands generated. Council's Transportation Officers outline that there would not be additional on-street demand from the proposed use. This is assumed to include both employee vehicles and service vehicles. Thus, the quantity of car parking is considered appropriate in meeting parking demand whilst being kept to a minimum quantity.
- 6.6.6 Of the twelve, two accessible car parking spaces would be provided within the yard area. This level of accessible car parking would meet and exceed the requirements of Table 10.6 of the London Plan, which requires 5% of all parking spaces to be designated as disabled persons parking bays.
- 6.6.7 Six of the twelve parking bays would be actively equipped for electric vehicle charging. There is no specific London Plan proportion or numerical requirement for electric vehicle charging for B2 developments. As per the Transport Officer's recommendation, a condition is attached requiring the provision of 6 active and 6 passive electric vehicle charging points to serve the on-site parking spaces from the onset (condition 20).

Cycle Parking

- 6.6.8 The London Plan standards require a minimum of 1 space per 500sqm of proposed floor area for long stay and 1 short stay space per 1000sqm for use classes B2-B8. London Policy T5 further elaborates that a minimum of two short- stay and two long-stay cycle spaces are provided where the application of the minimum standards would result in a lower provision. The applicant has proposed in excess of the minimum requirement of 3 long stay spaces and two short stay spaces. The scheme drawings shows two Sheffield Stands for visitor cycle parking, providing for 4 cycle spaces, located on the hardstanding adjacent to the footway, within the applicant's site. Six cycle spaces for staff are to be provided in a secure on-site bike store adjacent to the car parking, near the pedestrian gate. Two Sheffield Stands are also shown at the rear of the car spaces, providing for 4 cycle spaces. These are designated as long-term cycle spaces as per the Design and Access

Statement. However, these are unsheltered, which does not satisfy the London Cycle Design Standards for long stay cycle parking. Long stay cycle parking should have sufficient security and weather protection. A condition is attached to secure further details of the cycle storage facilities (condition 9).

Access Arrangements

- 6.6.9 The existing site access off Tariff Road will be retained for vehicles. A new pedestrian gate would be included to provide access from the footway at Tariff Road to the car parking and yard. A 1.5m wide internal demarcated pedestrian walkway is included within the site. The Transportation Team are satisfied with the arrangement subject to further details of management of access, which be secured through condition (condition 17). It is noted however, that the applicant will be required to enter into a Section 278 agreement with the Highway Authority, for any necessary highway works which include, but are not limited to, strengthening the vehicle crossover to allow for an increase in heavy vehicle movements, reconstructing footways and resurfacing the carriageway outside the site.

Delivery & Servicing

- 6.6.10 The majority of delivery and servicing vehicles are able to be accommodated within the site. Vehicles would access the site from Tariff Road and would dwell in the manoeuvring area behind the scaffolding lorry bays, or alternatively use any available parking spaces. This would be possible during the workday when the scaffolding lorries are out on site, and is an acceptable arrangement in principle. The Council's Transport Officer requires some further detailed information on the numbers of delivery and service trips generated, because these have not been explicitly included in the application. Clarity is also required on the arrangements for parking and management of arrivals and departures for different sizes of vehicles attending. These further details can satisfactorily be secured by condition (condition 18), to ensure that the proposed vehicular movements are appropriate and would allow the flow of delivery and service vehicles through the site in a safe manner.

Travel Plan

- 6.6.11 A draft Travel Plan is included in the submission, which is acceptable in principle. The Travel Plan includes targets for reducing single occupancy vehicle trips and corresponding increases in active modes trips. A S106 obligation includes the development of a 5 year travel plan, which would involve the aim of reducing car parking provision where possible.

Construction Phase

- 6.6.12 Given the scale of the development, a Construction Logistics Plan (CLP) is required and will be secured via condition (condition 7) . This is to ensure that the potential impacts on neighbours and the highway are managed and mitigated. A S106 obligation will include the monitoring fee for officer oversight of the CLP.

6.7 Energy and Climate Change

- 6.7.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.7.2 London Plan Policy SI2 outlines that all major developments should be net zero carbon, and a detailed energy strategy should be provided with such proposals, so to demonstrate how the zero-carbon target will be met. This policy also sets out that a minimum on-site reduction of at least 35% beyond Building Regulations is required. London Plan Policy SI4 notes that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating.
- 6.7.3 Local Plan Policy SP4 requires all new developments to take measures that reduce energy use and carbon emissions. Sustainable design and construction techniques should be adopted, in line with Local Plan Policy SP11 and DPD Policy DM21.

Carbon Reduction

- 6.7.4 The applicant has submitted an Energy Statement in support of this application, and this has been reviewed by the Council's Climate Change Officer. Photovoltaic panels and ASHP are proposed to be incorporated into the scheme. The ASHP will supply 100% of the heating requirement. The solar energy generated by the proposed PV panels will be utilised on-site to directly supply the building's electrical demand, including common areas, lighting, and mechanical systems for example.
- 6.7.5 The overall predicted reduction in carbon dioxide emissions is 42%, and this is supported in principle by the Council's Climate Change Officer. A carbon offset contribution is required to achieve 'zero carbon', and this should be secured via Section 106 legal agreement. In order to optimise carbon emission mitigation and sustainability, conditions are recommended to be attached regarding adherence to the Energy Statement, and requiring further details of the Energy Strategy, which include matters relating to fabric efficiencies, thermal bridging, ASHPs details, MVHR details and PV details. Subject to the conditions (condition nos. 13) and the legal agreement, the proposal would comply with the relevant policies.

BREEAM

- 6.7.6 The applicant has submitted a Sustainability Report which states that a 'Very Good' BREEAM rating will be targeted as a minimum. The Sustainability Report includes a BREEAM Pre-Assessment Report which elaborates that a score of 75.46% is expected to be achieved, equivalent to an 'Excellent' rating. This is supported and will be secured via condition (condition 25)

Overheating

- 6.7.7 In terms of overheating, the applicant has submitted a revised report and amended elevations, with details of passive cooling measures including openable windows,

which is supported by Council's Climate Change Officer. A condition would be attached to secure overheating mitigation measures (condition 15).

- 6.7.8 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions and obligations. As such, the application is considered acceptable in terms of its sustainability.

6.8 Urban Greening and Ecology/Biodiversity

- 6.8.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.8.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.8.3 Policy DM1 of the local plan requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the local plan expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.8.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.
- 6.8.5 The applicant reports that the development qualifies for the de minimis exemption from requiring a Biodiversity Net Gain on site. This is because the proposal is sited on an existing built-up industrial site covered by a concrete hard standing (sealed surface). As such, the development would be exempt as it does not impact on any onsite priority habitat and the current land has a biodiversity value of zero under the statutory biodiversity metric. The development is exempt from biodiversity percentage gain requirement.
- 6.8.6 The proposal incorporates urban greening measures throughout the design, including green roofs, green walls, Sustainable Drainage Systems and landscape planting. The green roof would be installed on four areas of the proposed flat roofs. Soft landscaping areas at the front setback would be maximised, providing a mix of evergreen hedging and low-level planting on the Tariff Road elevation. A planting border would also be provided along the northern boundary, adjacent to the private road. A green wall would be installed on this northern building elevation,

comprising climbers on tensioned wires. Green walls would also be included on the rear building facade and on the southern side boundary. Four trees are proposed on the south-western boundary. The biodiversity value of the site is also supported through the provision of bird and bat boxes. Furthermore, the proposal retains the street tree on Tariff Road. The overall landscaping scheme would be a significant biodiversity enhancement at the site. The applicant's Landscaping and UGF report calculates an Urban Greening Factor for 0.25, which is satisfactory for the proposed B2/B8 use.

6.9 Flood Risk and Drainage

6.9.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. Local Plan Policy SP5 and Policy DM24 of the local plan seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.9.2 The site is located within Flood Zone One, and as such there is a low probability of flooding, having an associated annual probability of less than 1 in 1000. The report states that, given the 'less vulnerable' nature of the proposed uses, it is not considered that the development would be at undue risk of flooding. A SuDS strategy has been outlined in the submitted Flood Risk Assessment. The proposed scheme would incorporate green roofs, wall mounted rainwater harvesting tanks, and permeable surfacing for hardstand areas not proposed for heavy duty lorry use. These measures will provide improved water attenuation on site compared to the existing hard surfaces, reducing the risk of surface water flooding. The strategy also explains that it is intended to discharge water into a below ground attenuation tank which would then discharge into the public sewer. Council's Drainage Officers are content with the overall strategy and methodology used within the report, subject to the inclusion of a condition for a detailed Surface Water Drainage Scheme which includes further calculations to confirm appropriate flood risk. Conditions 10 and 11 relate to these matters.

6.10 Air Quality and Land Contamination

Air Quality

6.10.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

6.10.2 The submitted Air Quality Assessment has identified that the proposed development is 'air quality neutral' in relation to both building and transport emissions, as ASHPs and PVs are incorporated, and the number of car parking spaces is acceptable. The Carbon Management/Pollution Team has been consulted and raise no objection, subject to conditions (condition 5).

Land Contamination

- 6.10.3 A Phase 1 Contaminated Land Assessment has been submitted in support of this application. The report concludes that the preliminary risk classification of the site in relation to the proposed development is considered to be low to moderate/low. The Council's Pollution Officer has reviewed the provided documentation, and has not objected to the proposal, subject to conditions (condition 4)

6.11 Waste and Recycling

- 6.11.1 London Plan Policy SI5 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.
- 6.11.2 A secure refuse and recycling storage would be located in the south-eastern corner of the site, close to the vehicular access on Tariff Road. A Waste Management Plan has been submitted. As this is a commercial building refuse collection would be dealt with through a private arrangement. It is anticipated that refuse collections would be undertaken on-street (Tariff Road). Commercial and business trade collection will be arranged through Veolia. Council's Waste & Street Cleansing team have reviewed the application, and is satisfied with the proposal, subject to the inclusion of a condition securing details of the waste storage and recycling facilities and collection details (condition 6). As such, the proposed refuse and recycling strategy is considered to accord with the relevant policies.

6.12 Employment and Training

- 6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). An Employment and Skills Plan will be secured through a S106 agreement. This includes requirements for the developer to provide a support towards recruitment costs for apprenticeships and one full time apprenticeship per £3 million development cost. All these requirements would be secured by agreement.

6.13 Fire Safety

- 6.13.1 London Plan Policy D12 requires new developments to achieve the highest standards of fire safety. To this effect, a Fire Statement should be provided with all major developments.
- 6.13.2 The applicant has provided a Fire Strategy in support of this application. This document includes means of warning and escape, internal fire spread

considerations, external fire spread considerations and access and facilities for the fire and rescue service. The report outlines that the building is designed in accordance with the recommendations of Approved Document B Volume 2. Subject to adherence with measures in accordance with Approved Document B Volume 2, it is considered that the development would be acceptable in respect to fire safety.

6.14 Conclusion

- 6.14.1 There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, which forms part of a Strategic Industrial Location (SIL). The scheme would deliver high quality commercial space, an increased density of employment uses, new jobs and a range of unit sizes. These outcomes comply with the relevant planning policies and align with the Council's wider economic strategy for the Borough.
- 6.14.2 The development would be of a high standard of design, which would respect the character and appearance of the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.
- 6.14.3 The operation of nearby businesses would not be compromised, and the living conditions of residential properties would not be harmed.
- 6.14.4 The development would promote the use of sustainable transport. Sufficient car and cycle parking would be provided to ensure that sustainable travel would be prioritised. The arrangements for access, servicing and deliveries are appropriate and would not harm highway safety.
- 6.14.5 The scheme has been designed to include several sustainability measures, delivering a 42% reduction in carbon emissions.
- 6.14.6 All other relevant policies and considerations, including equalities, have been considered. Planning permission should be granted for the reasons set out above.
- 6.14.7 The details of the decision are set out in the RECOMMENDATION.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £28,436 (400 x £71.09) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

8 RECOMMENDATION

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

Applicant's drawing No.(s):

- P001/- - Location Plan
- P050/- - Existing Site Plan
- P100/- - Existing Ground Floor Plan
- P101/- - Existing First Floor Plan
- P102/- - Existing Roof Plan
- P120/- - Existing East (Front) Elevation
- P121/- - Existing North Elevation
- P122/- - Existing West (Rear) Elevation
- P123/- - Existing South Elevation
- P130/- - Existing Section AA
- P131/- - Existing Section BB
- P132/- - Existing Section CC
- P133/- - Existing Section DD
- P150/A - Proposed Site Plan
- P200/B - Proposed Ground Floor Plan
- P201/- - Proposed First Floor Plan
- P202/- - Proposed Second Floor Plan
- P203/A - Proposed Third Floor Plan
- P204/B - Proposed Roof Plan
- P220/A - Proposed East Elevation
- P221/B - Proposed North Elevation
- P222/B - Proposed West Elevation
- P223/A - Proposed South Elevation
- P230/- - Proposed Section AA
- P231/- - Proposed Section BB
- P232/- - Proposed Section CC
- P233/- - Proposed Section DD
- P234/- - Proposed Section EE

- Arboricultural Report (S1368-J2-R1)

- Energy Statement V6 (24-E043-003)
- Sustainability Statement V7 (24-E043-002)
- Thermal Comfort Analysis V1 (24-E043-006)
- Mechanical Plant Report Rev 1
- Travel Plan (2023/7655/TS02)
- Transport Statement (2023/7655/TS02)
- Addendum to Transport Statement (2023/7655/TSA07)
- Delivery and Servicing Management Plan (2023/7655/DSMP04)
- Waste Management Plan (2024/7655/WMP06)
- Phase 1 Contaminated Land Assessment (83111R1)
- Landscaping and UGF Report (0606)
- Air Quality Assessment (P7478-R1-V1)
- Fire Statement (MUK10279)
- Flood Risk Assessment and SuDS Report (C3251-R1-Rev-A)

