

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2014/0054	Ward: Bounds Green
Address: Tealedown Works Cline Road N11 2LX	
Proposal: Partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of first floor mezzanine and facade alterations. Landscaping works to front of Unit 1 to include formation of new retaining wall and hardstanding area for deliveries and delivery parking area.	
Existing Use: Unit 1 –Use Class B1/B8, Unit 2 B2 Unit 3 B2	
Proposed Use: Unit 1 –Use Class B1/B8, Unit 2 B2 Unit 3 B2	
Applicant: Mr Savvas Yianni	
Ownership: Private	

DOCUMENTS
Title
Design & Access Statement
Design and construction statement (amended 23/01/14)
BREEAM Pre-assessment
Green Travel Plan
Transport Assessment
Waste management plan: Demolition, construction and use of premises.
Transportation Scoping Report
Trip rates and swept path analysis
Articulated Lorry Swept Path Analysis 081_17/15/001
Private Car Swept Path Analysis 081_17/15/002

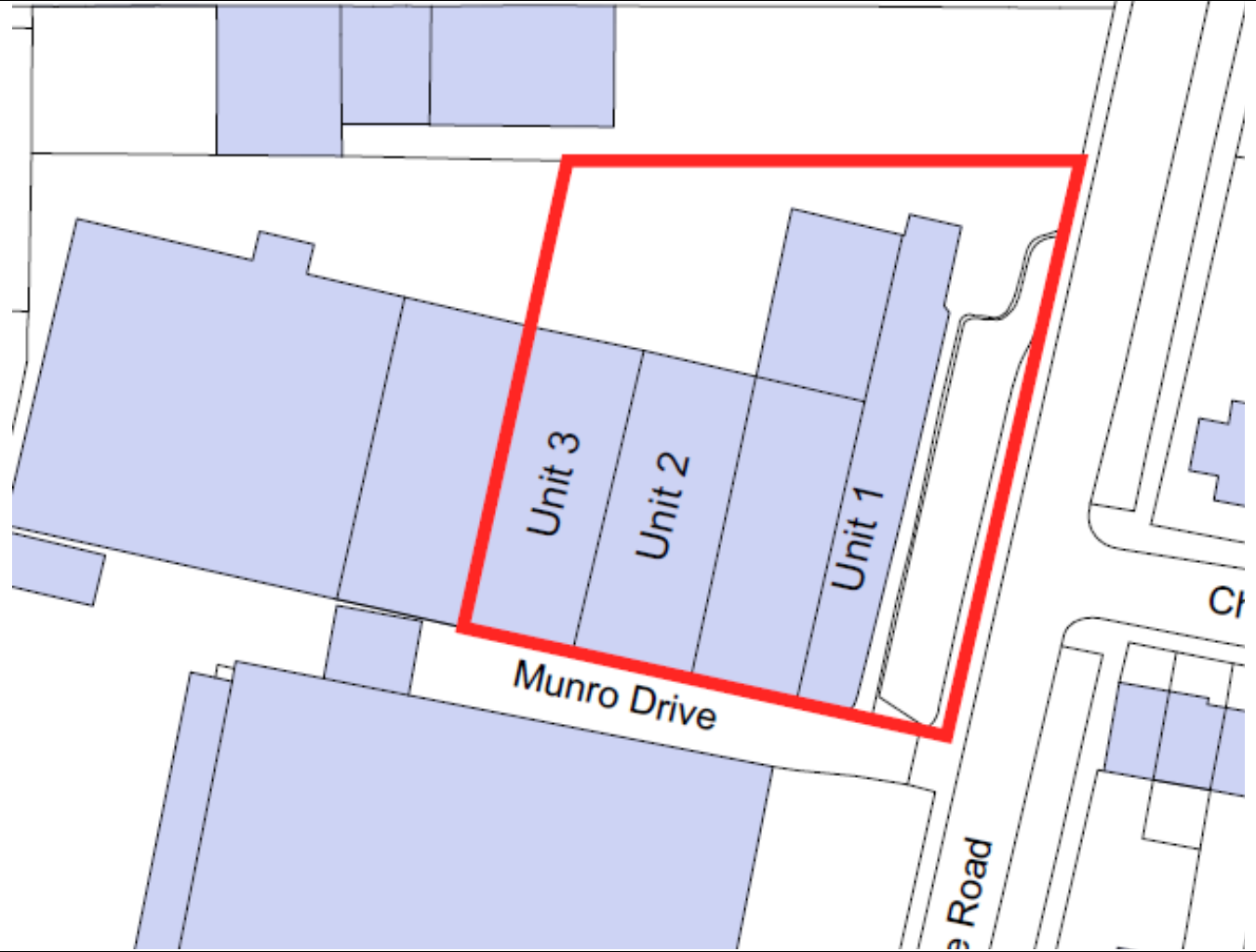
PLANS		
Plan Number	Rev.	Plan Title
1309/LP		Location Plan
1309/BP		Block Plan
13/09/01	A	EXISTING SECTIONS AND ELEVATIONS
13/09/02	A	EXISTING GROUND FLOOR PLAN
13/09/03	A	EXISTING FIRST AND SECOND FLOOR PLAN, AND ROOF PLAN.
13/09/05	A	PROPOSED GROUND FLOOR PLAN
13/09/04	A	PROPOSED ELEVATIONS AND SECTION
13/09/06	A	PROPOSED FIRST FLOOR PLAN
13/09/07	A	PROPOSED ROOF PLAN

Case Officer Contact: Robbie McNaugher
PLANNING DESIGNATIONS: Local Employment Area Defined Employment Area
RECOMMENDATION GRANT PERMISSION subject to conditions

SUMMARY OF REPORT: The proposed redevelopment of Units 1-3 of Tealedown Works is considered acceptable as it would comply with local plan policies on a site which is designated as a Local Employment Area and will support and enhance employment opportunities. The design and form of the proposal is considered compatible within its industrial setting and has been inclusively designed. The proposal would not result in significant highways impacts or harm neighbouring amenity. The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and subject to conditions the proposal is considered acceptable in all other respects.
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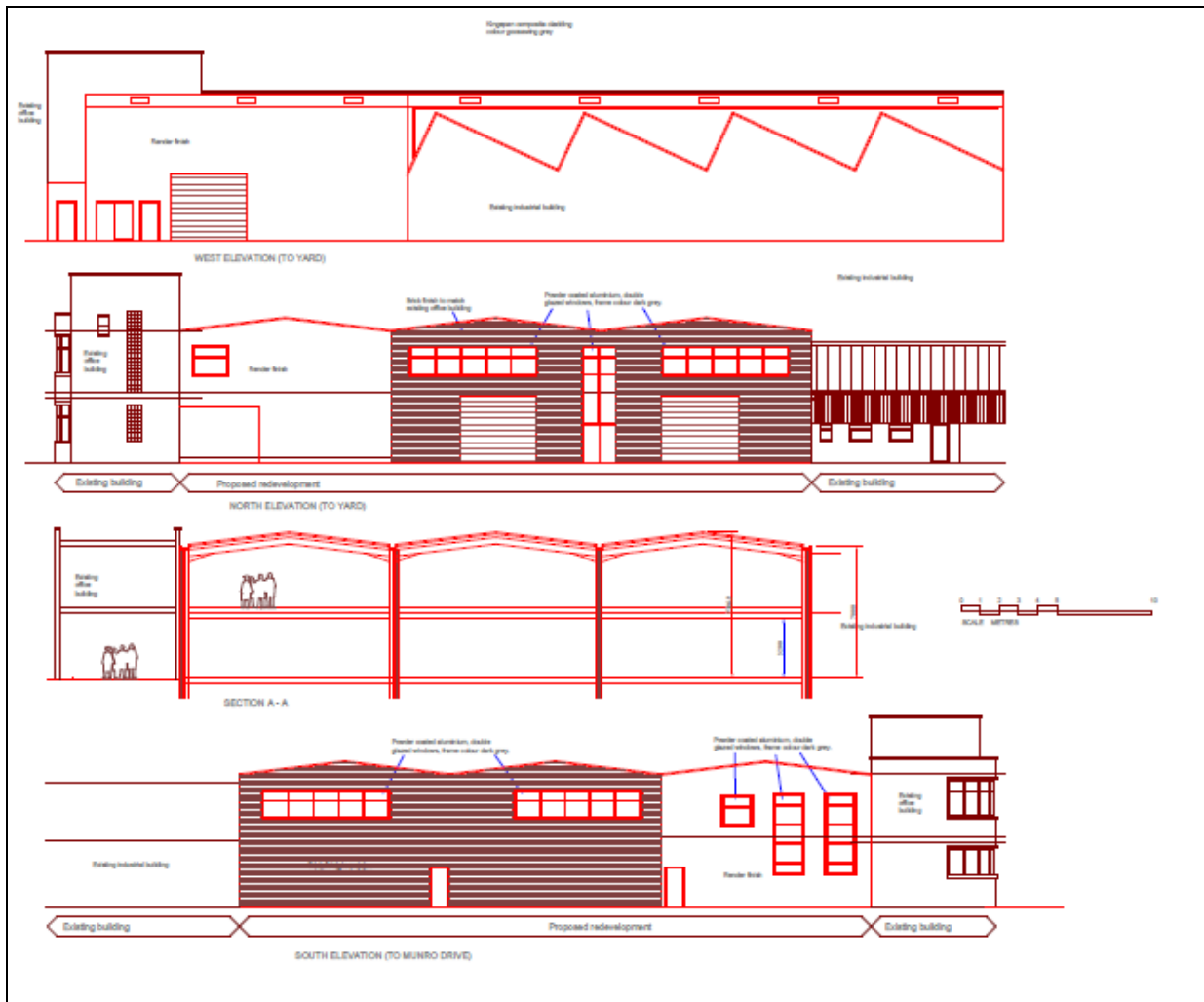
1.0 PROPOSED SITE PLAN



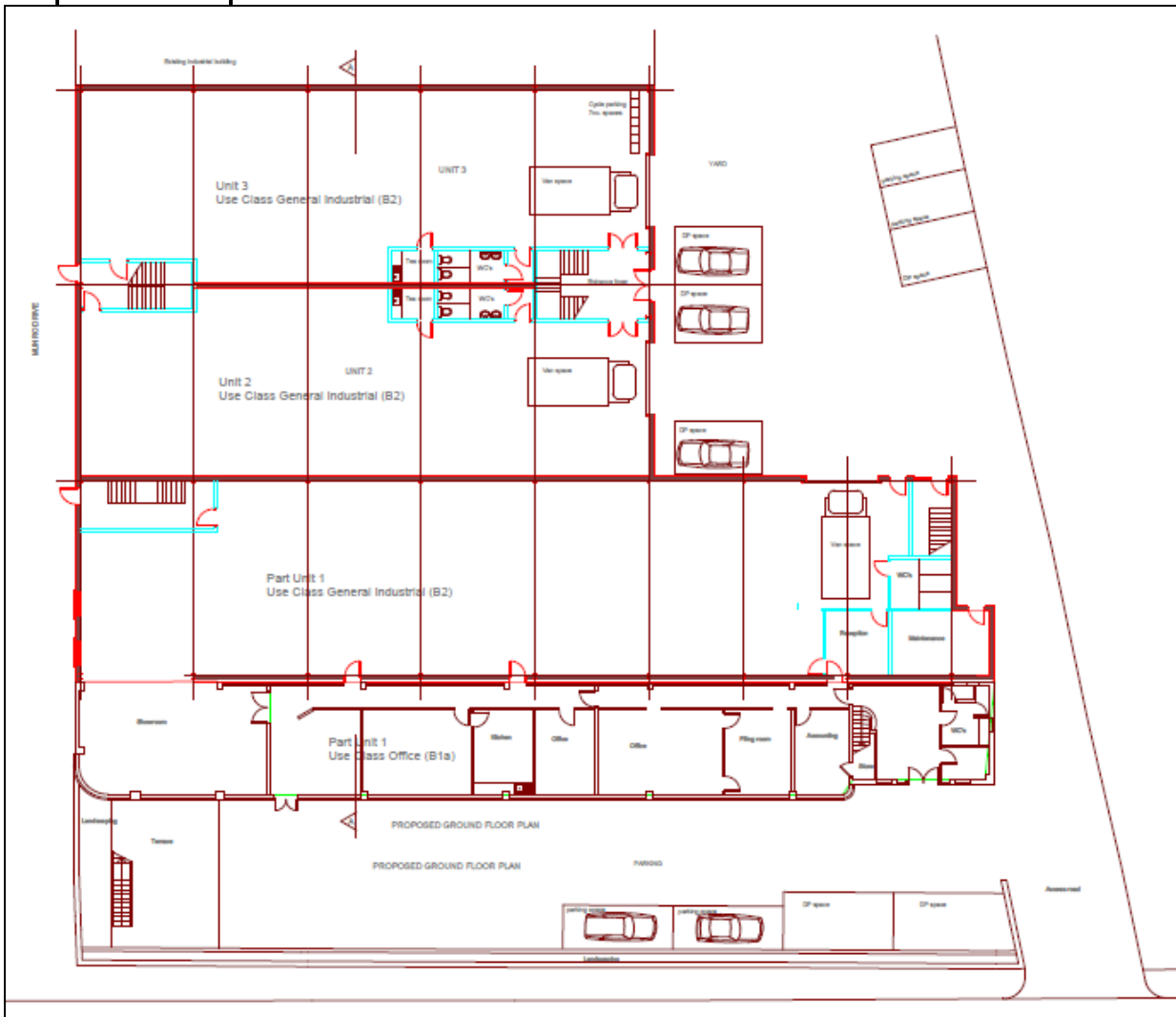
2.0 IMAGES & PLANS



Proposed elevations



Proposed floor plans



3.0 SITE AND SURROUNDINGS

- 3.1 The application site consists of 3 industrial units within an existing industrial area of Bounds Green. The existing buildings are a typical industrial design with asymmetric pitched roofs with an art deco style 2 storey office block frontage which faces onto Cline Road. Unit 1 was previously used for B8 (storage and distribution) with associated B1 office and is now vacant. Unit 2 and 3 are both used for B2 (General industrial) manufacturing garments. To the rear of the site are Units 4 and 5 which are further industrial buildings of a similar design.
- 3.2 The site is accessed via a shared access lane from Cline Road along the northern boundary of the site which also serves The Ring Way industrial area to the rear of the site. The site is surrounded on 3 sides by other industrial buildings with Residential properties across Cline Road to the east. Munroe Drive runs to the south of the site.
- 3.3 The site lies within a Local Employment Area and Designated Employment Area as set out in the Local Plan 2013 and UDP Saved Policies 2006 respectively.

4.0 PROPOSAL DESCRIPTION

- 4.1 The application is for the partial demolition of Units 1, 2 and 3 to facilitate roof replacement and installation of first floor mezzanine and facade alterations with associated landscaping works to the front of Unit 1 to include formation of new retaining wall and hardstanding area for deliveries and delivery parking area.
- 4.2 The art deco style 2 storey office building will be retained at the front of the site with the industrial buildings demolished and replaced by 2 storey buildings with low pitched roofs. This will result in an increase in the height from approximately 6.4 metres to 7 metres but would remain lower than the existing frontage which has a height of 10 metres. The footprint of the building would be largely unchanged. The replacement buildings will be finished in render and brick, with dark grey powder coated aluminium double glazed windows and large access doors onto the existing yard. The roof would be grey composite cladding with rooflights.
- 4.3 The proposed landscaping would facilitate parking to the front of the site alongside Cline Road. 4 staff and 2 visitor spaces are proposed to the front of the site with 6 spaces in the yard area to the north of the building .

5.0 PLANNING HISTORY

There is no recent of relevant planning application or enforcement history for this site.

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework, March 2012

Chapter 1 Building a strong, competitive economy;
Chapter 4 Promoting sustainable transport;
Chapter 7 Requiring good design;

Chapter 8 Promoting healthy communities; and

6.2 London Plan, July 2011

- Policy 4.1 Developing London's economy;
- Policy 4.4 Managing industrial land and premises;
- Policy 5.1 Climate change mitigation;
- Policy 5.2 Minimising carbon dioxide emissions;
- Policy 5.3 Sustainable design and construction;
- Policy 5.7 Renewable energy;
- Policy 5.8 Innovative energy technologies;
- Policy 5.9 Overheating and cooling;
- Policy 5.10 Urban greening;
- Policy 5.13 Sustainable drainage;
- Policy 5.14 Water quality and wastewater infrastructure;
- Policy 5.15 Water use and supplies;
- Policy 5.16 Waste self-sufficiency;
- Policy 5.17 Waste capacity;
- Policy 6.3 Assessing effects of development on transport capacity;
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure;
- Policy 6.9 Cycling;
- Policy 6.10 Walking;
- Policy 6.11 Smoothing traffic flow and tackling congestion;
- Policy 6.12 Road network capacity;
- Policy 6.13 Parking;
- Policy 6.14 Freight;
- Policy 7.1 Building London's neighbourhoods and communities;
- Policy 7.2 An inclusive environment;
- Policy 7.3 Designing out crime;
- Policy 7.4 Local character;
- Policy 7.5 Public realm;
- Policy 7.6 Architecture;
- Policy 7.14 Improving air quality; and
- Policy 7.15 Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

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

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

- Policy UD1 Planning statements;
- Policy UD3 General principles;

Policy UD7 Waste storage;
 Policy ENV6 Noise pollution;
 Policy EN7 Air, water and light pollution;
 Policy ENV11 Contaminated land;
 Polic EMP5 Promoting Employment Uses
 Policy M8 Access roads; and
 Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

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

6.6 Other

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

7.0 CONSULTATION

7.1 Following the submission of the application 41 local properties were consulted, no responses were received in support or objection.

7.2 A summary of statutory consultees’, and stakeholders’ comments can be found in Appendix 1. Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.

7.3 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any additional comments will be reported verbally to the planning sub-committee.

7.4 The table below list all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> • Ward Councillors • Building Control • Cleansing • Transportation • Environmental Health – Noise & Pollution 	<ul style="list-style-type: none"> • Thames Water • London Fire Brigade <p>41 local properties were consulted.</p>

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

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

8.2 Principle of development

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

Redevelopment of site

8.2.2 London Plan Policy 4.4 expects the borough to, '*adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space*'. Local Plan Policy SP8 states that, "*The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas*". B uses are protected to meet the forecast demand of 137,000 sq.m. floorspace up to 2026.

8.2.3 The application site forms part of the Bounds Green Industrial Estate which is a designated Local Employment Area which is safeguarded under Policies SP8 and EMP 5. The existing flexible B1, B2 and B8 floorspace of 1830 sq.m. will be increased by 1188 sq.m. to provide a total of 3010 sq.m. of floorspace. This will increase job opportunities for the local community in Haringey with approximately 20 jobs provided on the site which the applicant has advised is a net increase of 10 jobs. The principle of redevelopment is acceptable which would align with the strategic aims and objectives of London Plan Policies 2.17 and 4.4 and Local Plan Policy SP8 by strengthening existing industrial employment land and creating local job opportunities.

8.3 Design

8.3.1 Policy SP11 requires development to 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. Saved Policy UD3 seeks to ensure that development proposals complement the character of the local area.

8.3.2 The art deco style 2 storey office building at the front of the site will be retained and will screen the proposed buildings from the main public viewpoints. To the rear the proposed building height will increase from approximately 6.4 metres to 7 metres

but remains lower than the existing frontage which has a height of 10 metres. The footprint of the building would be largely unchanged.

8.3.3 The buildings will be constructed out of a simple material palette comprising; render, brick, dark grey powder coated aluminium windows and grey composite cladding. The design is simple and uncluttered, and would be in keeping with its industrial context without appearing incongruous or visually intrusive.

8.3.4 The proposal seeks to remove the existing grassed area to the front of the site and replace it with a parking area. Given the sloping nature of the existing grassed area it does not make a significant contribution to the visual amenity of the area and a condition has been attached requiring further details of the landscaping around the proposed parking to ensure the visual amenity of the area is maintained.

8.4 Impact on residential amenity

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

8.4.2 The site forms part of the Bounds Green Industrial Estate. The neighbouring properties comprise large industrial units and parking associated within the general industrial use. The nearest residential properties are those sited off Cline Road and Churston Gardens some 20 metres from the proposed development. Given the distance from these neighbouring properties, the redevelopment of the site would not affect the living conditions in terms of daylight/sunlight and outlook impact and noise. Hence, the proposed development would be compliant with the NPPF, saved UDP Policies UD3, ENV6 and ENV7 and London Plan Policies 7.6, 7.14 and 7.15.

8.4.3 It is considered necessary to impose a condition restricting the change of use of the proposed B1 and B8 units to ensure that any potential impacts on the neighbouring properties can be assessed prior to these units changing to a B2 use.

8.5 Transport and parking

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

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

- 8.5.3 The applicant has prepared a transport statement to support the development proposal; the transport statement estimates that this development proposal would generate a maximum of some 8 in/out trips during the critical pm peak hour and 7 additional trips during the am peak. It is considered that the additional trips generated by this development would not result in any adverse impact on the transportation and highways network.
- 8.5.4 The applicant has provided a vehicle swept path analysis to demonstrate that the site can be serviced by articulated lorry by entering via Cline Road and exiting via Ring Way industrial Estate, the vehicle swept path analysis has also demonstrated that cars can manoeuvre in and out of the proposed parking spaces and enter and leave the site in forward gear.
- 8.5.5 The vehicular access to the site will require reconstruction in order to facilitate HGV movements; the applicant will therefore be required to enter into a S.278 agreement in order to facilitate the reconstruction of the vehicular access on Cline Road.
- 8.5.6 Local Plan Policy SP7 alongside London Plan Policy 6.9 promotes healthy places by encouraging sustainable modes of travel over the private motor vehicles. Local Plan Policy SP7 seeks, '*to mitigate the impact of road based freight and promote alternatives*'. The applicant has provided a site wide travel plan to promote travel by sustainable modes of transport. The plans show the provision of 7 secure sheltered cycle parking spaces which is in excess of the 2011 London Plan requirement of 3 spaces. A condition will be imposed to ensure that the spaces are provided before the development is occupied and retained in perpetuity thereafter.

8.6 Accessibility

- 8.6.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.
- 8.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. 6 disabled parking spaces have been provided as close as possible to the main entrances. The applicant has confirmed that the development shall be built in accordance with Part M of the Building Regulations to ensure the premises are suitable for disabled users. It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

8.7 Sustainability

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

requires all new non-domestic buildings to provide a 40% reduction in carbon emissions.

- 8.7.2 The makeup of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.
- 8.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (70.16%) will provisionally achieve a BREEAM rating of 'Excellent (min. 70%)'. The proposal will incorporate features such as low volume WC's, reduced flow taps and showers, recycled materials, SUDs and a travel plan.
- 8.7.4 Given that the proposal is largely a refurbishment of an existing building it is unlikely to meet the London Plan 40% CO2 reduction target but conditions will be attached to ensure that a further energy statement is provided demonstrating that the proposal has maximised the level of CO2 reduction in line with the Policy 5.2 of the London Plan and a final BREEAM certificate is issued confirming the building would achieve at least Very Good in line with Policy SP4.

11.0 CIL Applicable

- 11.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.
- 11.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £41,580 (£35 x 1,188sqm).

12.0 CONCLUSION

The proposed redevelopment of Units 1-3 of Tealedown Works is considered acceptable as it would comply with local plan policies on a site which is designated as a Local Employment Area and will support and enhance employment opportunities. The design and form of the proposal is considered compatible within its industrial setting and has been inclusively designed. The proposal would not result in significant highways impacts or harm the neighbouring amenity. The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and subject to conditions the proposal is considered acceptable in all other respects.

13.0 RECOMMENDATIONS

GRANT PERMISSION subject to the following condition(s)

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

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

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

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

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

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The development hereby authorised shall not be occupied until the applicant has entered into a S.278 agreement for the reconstruction of the vehicular crossover to access the site before development commences on site.

Reason: In order to facilitate access and egress to and from the site and protect pedestrian amenity.

5. The development hereby authorised shall not be occupied until the applicant has provided the secure sheltered cycle parking spaces shown on plan number 13/09/05(A)

Reason: In order to promote travel by sustainable modes of transport to and from the site, and to comply with the 2011 London Plan

6. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the authority's approval prior to construction work commences on site. The Plans should provide details on how construction works (including demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the Ring Way would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

7. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating excellent has been achieved for this development,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

9. Prior to the commencement of construction works the applicant shall provide a further energy statement in order to demonstrate compliance as far as possible with London Plan Policy 5.2 The development hereby permitted shall be built in accordance with the approved energy statement and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.4 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. The car parking spaces shown on the approved drawings shall be marked out on the site. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

11. No development shall take place until 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 Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

12. Prior to the commencement of works on the development hereby permitted, an Construction Management Plan shall be submitted to and approved by the local planning authority, in respect of such matters as are likely to cause nuisance during construction. Details shall include noise, dust, smoke, road cleaning and any other matters relevant to this particular site. The approved Construction Management Plan shall be adhered to for the duration of the construction works.

Reasons: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

13. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

14. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

15. 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, Unit1 shall be used as a B1 and B8 use only and shall not be used for any other purpose including any purpose within Class B2 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

INFORMATIVE : Community Infrastructure LevyThe application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £41,580 (£35 x 1,188sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Waste ManagementIn respect of Condition 11 the Council's Waste Management Team have advised that the proposal will require storage for both refuse and recycling waste either internally or externally, arrangements for scheduled collections with a Commercial Waste Contractor will be required.

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: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE:

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in

order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Appendix 1

	<p>LBH Transportation</p>	<p>The proposed site is located off Cline Road, which is accessed via Bounds Green, with a secondary access via Ring Way industrial Estate, during our site visit, it was observed that the area surrounding the site was heavily parked, however there were no vehicles observed to be illegally parked.</p> <p>The applicant is proposing to replace the existing roof structure of Units 1, 2 and 3 to provide a first floor mezzanine level to create and additional 1,315 Sqm for B2 use. The applicant is also proposing to formalise the existing site layout to provide 10 off street parking bays including 6 accessible car parking spaces. The applicant's transport consultant Tony Doyle Consulting has prepared a Transport Statement to support the development proposal, the Transport Statement estimated that this development proposal using site from the TRAVL trip prediction software database (Cody Road Industrial Estate, E3;Expeditors, Mereway Industrial Estate; Milk and More, SW19; Selco, EN1 and Willow Lane Industrial estate CR4); (Hwayker Siddeley, E17, Lewdes Metal Products, E10, Oriol Court TW2) for light industrial and (Big Yellow storage, KT3, SW18, TW1 and Safe Store SW19) for storage; that this development proposal of some 1,315 additional floor area would generate a maximum of some 8 in/out trips during the critical Pm peak hour and 7 additional trips during the Am peak. We have considered that the additional trips generated by this development would not result in any adverse impact on the transportation and highways network.</p>	<p>Noted, conditions and informative attached as recommended.</p>
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		<p>The applicant has provided vehicle swept path analysis to demonstrate that the site can be serviced by articulated Lorry by entering via Cline Rod and exiting via Ring Way industrial estate, the vehicle swept path analysis has also demonstrated that cars can Manoeuvre in and out of the proposed parking spaces and enter and leave the site in forward gear.</p> <p>The vehicular access to the site will require reconstruction in order to facilitate HGV movements; the applicant will therefore be required to enter into a S.278 agreement in order to facilitate the reconstruction of the vehicular access on Cline Road.</p> <p>Consequently the transportation and Highways authority would not object to the following conditions subject to the following conditions:</p> <ol style="list-style-type: none">1. The applicant enters into a S.278 agreement for the reconstruction of the vehicular crossover to access the site before development commences on site. Reason: In order to facilitate access and egress to and from the site and protect pedestrian amenity.2. The applicant will be required to provide secure sheltered cycle parking space in line with the 2011 London Plan, which will require the applicant to provide 3 secure sheltered cycle parking spaces. Reason: In order to promote travel by sustainable modes of transport to and from the site, and to comply with the 2011 London Plan.	
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		<p>3. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the authority's approval prior to construction work commences on site. The Plans should provide details on how construction works (including demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the Ring Way would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation and highways network.</p> <p>Informative The new development will require naming/numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address</p>	
	<p>Environmental Health Pollution</p>	<p>I recommend the following as conditions:</p> <p><u>Control of Construction Dust:</u></p> <p>No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any</p>	<p>Noted conditions and informative attached as recommended.</p>

		works being carried out on the site. <u>As an informative:</u> Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
	LBH Waste Management	The proposal will require storage for both refuse and recycling waste either internally or externally, arrangements for scheduled collections with a Commercial Waste Contractor will be required. The plans state that there is a waste storage area but I was not able to identify it on the submitted plans. There is a waste management plan currently in force at this site, and they have waste bins for the storage of all the waste that is being produced at this site.	Noted condition and informative attached.
	Designing Out Crime Officer Metropolitan Police	I have no objection to the proposals	Noted
	London Fire Brigade	No comments	Noted
	Building Control	No objection to this application.	Noted
	Thames Water	WASTE COMMENT Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is	Noted, informative attached.

		<p>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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>WATER COMMENT On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	
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