

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/1648	Ward: Northumberland Park
<p>Address: Unit 11, Mowlem Trading Estate, Leaside Road and land Fronting Watermead Way, N17 0QJ</p> <p>Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/1792 to regularise the condition with minor amendments to the Travis Perkins Unit A</p> <p>Applicant: Diageo Pension Trust (Property Custodian) Limited</p> <p>Ownership: Private</p> <p>Case Officer Contact: Aaron Lau</p> <p>Site Visit Date: 16/09/2013</p>	
<p>Date received: 09/06/2014 Last amended date: NA</p> <p>Drawing number of plans: 104A and 108A</p>	
<p>1.1 This planning application is being reported to Committee as the proposal is for major development and is required to be reported to committee as set out under the current scheme of delegation.</p> <p>1.2 This application is recommended for approval subject to the conditions of the previously approved consent and a deed of variation to the signed S106 agreement/ or new S106 agreement being first entered into.</p>	

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning permission was granted in 2013 for the Demolition of Unit 11, Mowlem Trading Estate, and redevelopment of land for Industrial and Warehousing uses - Class B 1(c), B2 and B8 (ref. HGY/2013/1792).
- This Section 73 planning application now seeks to amend condition 2 of this original 2013 planning permission to incorporate a new 325 sqm mezzanine floor, an additional delivery bay door and the omission of four windows to Unit A.
- The 325 sq.m. increase in net floor space would not prejudice existing road conditions regarding vehicular movement within Mowlem Trading Estate and the local road network generally.
- The external alterations proposed to the northern elevation of Unit A are minimal, and are considered compatible within its industrial setting.
- Members are requested to note that it is only the proposed mezzanine and external alterations described above that are to be considered as part of this planning application. The scheme for the redevelopment of the site as described in section 3.3 of this report has already been granted planning permission by Members of the planning sub-committee

2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission and impose conditions and informatives and subject to sec. 106 Legal Agreement.

(2) That the section 106 legal agreement referred to in resolution above is to be completed no later than 08 September 2014 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

(3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed on application ref: HGY/2012/0214 including:
Conditions:

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Environmental Health contamination
- 5) Environmental code
- 6) Surface water drainage
- 7) Environment Agency contamination
- 8) Remediation
- 9) Contamination findings during works
- 10) BREEAM
- 11) Soft and hard landscaping
- 12) Construction management plan and construction logistics plan
- 13) Delivery and servicing plan

Informatives:

- 1) Thames Water
- 2) Environmental Health
- 3) Environment Agency
- 4) CIL
- 5) Conditions
- 6) Members' consultation
- 7) Working with the applicant

Legal Agreement – Heads of Terms:

A Section 106 legal agreement was entered into in respect of planning permission ref. HGY/2013/1792. The granting of permission for this Section 73 application would require a Section 106 legal agreement in similar terms that is to include the following:

- 1) Work Travel Plan
- 2) Highway Improvement Works
- 3) Landscaping Improvement Works
- 4) Construction training / local labour initiatives
- 5) Work Placement Co-ordinators (WPCs)
- 6) Section 106 Monitoring

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

(4) That, in the absence of the agreement(s) referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons:

1. In the absence of the provision of a Work Travel Plan, a travel plan co-ordinator, parking layout and a financial contribution towards the monitoring of the Travel Plan, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
2. In the absence of the provision of a financial contribution to Highway Improvement Works, the proposal would have an unacceptable impact on local traffic movement and the surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan policy M8 and London Plan policy 6.11
3. In the absence of a financial contribution towards landscaping and public realm improvement works, the proposal would have an unacceptable impact on the movement and safety of pedestrians and would be contrary to Local Plan policy SP11, Unitary Development Plan policy UD3 and London Plan policies 7.4 and 7.5.
4. In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan policy 4.1

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed Development

3.1.1 The plans and specification of the original proposal were set out under condition 2 of the 2013 permission (ref. HGY/2013/1792) . The wording of the condition stated,

“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.”

3.1.2 This Section 73 planning application seeks to vary condition 2 (plans and specifications) of planning permission HGY/2013/1792 approve the material amendments proposed to Unit A (as summarised in sections 1.2 and 3.13 of this report), and in order to substitute drawings PL104 and PL108 with PL104 Rev A and PL108 Rev A, so the wording of the condition would be the following,

“The development hereby permitted shall only be built in accordance with the following approved plans:

PL101, PL102 Rev P1, PL104 Rev A, PL105, PL106, PL107, PL108 Rev A, PL109, PL110, PL111, PL112, PL113, PL114, PL115 Rev P1, PL116, PL117, PL118, PL119 Rev P1, PL120 Rev P1 & 130933/A/08 Rev A

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

3.1.3 The proposed material amendments to Unit A entail:

- New mezzanine, totalling 325 sqm which would be used storage purposes and wc amenity facility only;
- An additional delivery bay door, relocation of trade entrance and omission of 4 office windows to northern elevation

3.14 The building lines, height and scale of the original scheme will remain unchanged and the delivery and servicing of this unit will remain unaffected by the proposed works.

3.2 Site and Surroundings

3.2.1 The site is a rectangular strip of land which straddles Watermead Way on its western boundary and the south side of Leaside Road. The site comprises Travis Perkins and Mattison Scaffolding which are double height structures with open service areas. Access into the site is obtained on the corner of Watermead Way and Leaside road with a secondary access situated to the east of the site, further along Leaside Road.

3.2.2 The site falls within a Designated Employment Area (DEA12) and is Strategic Industrial Land (SIL) within the Council's adopted Local Plan Proposals Map. London Borough of Enfield and IKEA are located on the north side of Leaside Road and opposite the site. A gas holder lies in close proximity to the north, and Tottenham Marshes and Lee Valley Regional Park are situated further along Leaside Road and to the east.

3.3 Relevant Planning and Enforcement history

- HGY/2014/1410 - Non-material amendment following a grant of planning permission HGY/2013/1792 to reword condition 2 to add drawing numbers that were approved with the application. – approved 18/06/2014
- HGY/2014/0630 - Display of 2 x externally illuminated static Totem signs – approved 28/04/2014
- HGY/2014/0628 - Display of 2 x externally illuminated building mounted signs – approved 28/04/2014
- HGY/2014/0627 - Provision of new security hut and 2 no. automated security barriers to existing trading estate and new access road. – approved 29/04/2014
- HGY/2014/0402 - Prior Notification for demolition of single storey Industrial/Warehouse unit, steel frame, brickwork and steel clad – approved 31/03/2014
- HGY/2013/1792 - Demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders' merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside road. – approved 13/12/2013
- HGY/2007/0763 - Change of use of unit 11 from B2 (general industry) to B8 (storage and distribution). – approved 01/06/2007
- HGY/2002/0893 - Change of use from Class B8 (storage) to Class B2, (sorting, bailing & shredding of waste paper). – approved 15/08/2002
- HGY/1997/0504 - New cladding to existing single storey building. – approved 13/05/1997
- HGY/1991/0010 - Use of site for storage of scaffolding poles and equipment. – approved 28/04/1991

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Tottenham Team
LBH Design Officer
LBH Transportation
Transport For London
L. B. Enfield

The following response was received:

Internal:

1) Transport – No objection:

“The applicant has completed survey of the existing site on site which has similar uses classes and has derived the trips from first principle using the tip rates from the existing site surveys. Based on the surveys of the existing site the approved development would generate some 35 additional trips during the critical morning peak period, and will result in a reduction in the trips generated during the Pm peak hour. The applicant is proposing to implement a mezzanine level to create 325 sq. m. of additional floor area, which will generate some 4 additional trips during the network am period and no additional trips during the network PM peak periods. Adequate parking and mitigation has been provided as part of HGY/2013/1792, consequently the transportation and highways authority would not object to this application”.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- The application has been publicised by way of 57 individual letters being sent to local residents and occupiers and no responses have been received.

6 MATERIAL PLANNING CONSIDERATIONS

Background

6.1 Members resolved to grant planning permission on 12 December 2013 reference HGY/2013/1792 for the demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders' merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside road. The consent was subject to conditions and a section 106 legal agreement. The Applicants have now submitted a Section 73

planning application to vary the consent to include a mezzanine level (325 sq.m of additional floor space) and minor external alterations in Unit A.

Scope of a Section 73 Application

6.2 An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied. In this case the application seeks to amend the external elevations and design of the previously approved scheme (HGY/2012/0214 and to clarify site levels by providing accurate topographical survey information. A Section 73 application results in a new permission being issued and the Section 106 agreement will need to be resigned.

6.3 There is no statutory definition of a “minor material amendment”, however Government guidance has suggested a non-statutory definition: “a minor material amendment is one whose scale and nature results in a development which is not substantially different from the one which has been approved”.

6.4 As the principle of the proposal has been established under the previous application (reference HGY/2013/1792) the current application can only be assessed on the impact of the changes. As such relevant issues are; principle of additional employment floor space, design and impact on character and appearance of the area, impact on amenity and parking and highway safety.

6.1 Principle of the Increase in Floorspace

6.1.1 The Council granted permission in 2013 at Unit 11, Mowlem Trading Estate for ‘*Demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders’ merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside Road*’. The approved plans and specification were listed under condition 2 of this permission.

6.1.2 The thrust behind London Plan Policy 2.17 is to, ‘*promote, manage and, where appropriate, protect the strategic industrial locations (SILs)*’. Para. 2.81 pertaining to this policy states that, ‘*SILs are important in supporting the logistics system and related infrastructure which are essential to London’s competitiveness*’. Concurrent to this, the strategic aspiration of London Plan Policy 4.4 expect 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*’.

6.1.3 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 sqm floorspace up to 2026.

- 6.1.4 Mowlem Trading Estate forms part of Central Leaside, a designated Strategic Industrial Land (SIL) which is safeguarded under Policy SP8. The existing flexible B1 (c), B2 and B8 floorspace (2,984 sqm) will increase two-fold (5,959 sqm). The enlarged employment area has the potential to provide additional jobs (from existing 50 to potential 150 full-time positions) which will increase job opportunities for the local community in Haringey and for some of the residents living in Enfield which borders the site to the north. The principle of the proposed works, particularly the additional mezzanine subject to this Section 73 planning application is considered acceptable as it 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.
- 6.1.5 The principle to vary condition 2 of the 2013 (reference HGY/2013/1792) permission is therefore considered acceptable as the proposal would support policy principles for enhancing employment generating opportunities by increasing the overall floor space by 325 square metres.

6.2 Impact on the amenity of adjoining occupiers

- 6.2.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.2.2 In terms of the 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.
- 6.2.3 The site forms part of Mowlem Trading Estate and within the wider Leaside Industrial Park. The neighbouring properties comprise large industrial units and forecourt parking associated with the general industrial use. The nearest residential properties are those sited off Willoughby Lane and Heybourne Road away to the south-west and west of the railway line. Given that the nearest residential properties are some 300 metres away from the development site, the proposed internal and external amendments to the northern elevation of

Unit A under this Section 73 planning application, and the increase in floor space by 325 square metres when absorbed in to the overall redevelopment of the site would not materially 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.

6.3 Character and Appearance on the Building and the Surrounding Area

6.3.1 The proposed material amendments under this Section 73 planning application are for an additional delivery bay door, the relocation of trade entrance and the omission of 4 office windows to the northern elevation of Unit A. These external alterations are considered subtle which would not materially affect the holistic design and elevation treatment of the buildings subject to the previous 2013 planning permission (reference HGY/2013/1792). The character and visual amenity of the industrial buildings will therefore be maintained and would not safeguard the visual amenity of the surrounding area generally. The proposal accords with the NPPF, SPG1a 'Design guidance', saved UDP Policy UD3, London Plan Policies 7.4 and 7.6, Local Plan Policy SP11

6.4 Parking and highway safety

6.4.1 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*'.

6.4.2 Saved UDP Policy M8 cites, '*The Council will only promote access roads to commercial and industrial premises if the premises are:*

- a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight.*
- b) provide facilities for the handling of freight to secure efficient distribution.*
- c) located to reduce the movement of vehicles on roads not suitable for them.*
- d) located to encourage the use of rail and water to carry freight traffic.*
- e) located and designed to minimise any adverse impact on the strategic road network*'.

6.4.3 The existing site comprises Travis Perkins and Mattison Scaffolding and straddles Watermead Way (west) and Leaside Road (north), and is accessed via Leaside Road. On-street parking controls in the form of double yellow lines exist on Leaside Road. The site has a public transport accessibility level (PTAL) rating of 2 meaning low access to local public transport services.

6.4.4 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'.

- 6.4.5 Within the original 2013 application (reference HGY/2013/1792), the applicant carried out an assessment of the existing and proposed trip generations. The survey results stated that the proposal would generate approximately 35 additional trips during the AM peak period (08:00 to 09:00), and will result in a net reduction in the two-way trips generated during the PM peak hour (17:00 to 18:00). The reduction in the trips generated during the PM peak hour is largely due to a change in future site activity with the removal of Mattison scaffolding from the site.
- 6.4.6 The 2013 application (reference HGY/2013/1792) made provision for 11 car parking spaces, 16 disabled car parking spaces, and 12 HGV parking spaces. This level of parking was in line with parking standards defined within appendix 1 of saved UDP Policy M10. It was noted that the existing provision (6 on-site parking spaces) failed to comply with this standard.
- 6.4.7 Officers consider the implementation of the new mezzanine level will generate some 4 additional trips in addition to the 35 additional trips of the original permission during the network am period and no additional trips during the network PM peak periods. This minor increase is considered acceptable as it will not have a material impact in terms of causing vehicle obstruction, awkward manoeuvres and general congestion upon the surrounding highway network. In addition, an acceptable level of on-site parking and adequate mitigation measures such as a travel plan were secured under the original 2013 planning application (reference HGY/2013/1792).

6.5 Conclusion

- 6.5.1 Planning permission was granted in 2013 for the Demolition of Unit 11, Mowlem Trading Estate, resurfacing of trading estate service road, relocation of electricity substation and redevelopment of land fronting Watermead way in the form of a relocated builders' merchants (Use Class B8) and Industrial and Warehousing (Use Class B 1(c), B2 and B8) floorspace with repositioned access/egress to/from Leaside Road (ref. HGY/2013/1792).
- 6.5.2 This Section 73 planning application now seeks to amend condition 2 of this original 2013 planning permission approve the material amendments proposed, comprising a new 325 sqm mezzanine floor and external alterations to Unit A.
- 6.5.3 The proposed alterations to the overall redevelopment of the site at Unit 11, Mowlem Trading Estate is considered acceptable as it would comply with local plan policies on a site which is designated as a Strategic Industrial Land (SIL) and will support and enhance employment opportunities whilst meeting one of the Council's strategic aspirations of the area.

- 6.5.4 The 325sqm increase in net floor space by way of the new mezzanine floor would not materially affect the delivery and servicing of Unit A at the site so as to not prejudice existing road conditions regarding vehicular movement within Mowlem Trading Estate and the local road network generally.
- 6.5.5 The external alterations proposed to the northern elevation of Unit A are minimal, and are considered compatible within its industrial setting.
- 6.5.6 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

- 7.1 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.
- 7.2 The original 2013 proposal was liable to Mayoral CIL totalling £104,440 (£35 x 2,984 sqm).
- 7.3 Based on the proposed additional floorspace (new mezzanine), the proposal will attract a total Mayoral CIL of £115,815 (£35 x 3,309 sqm).

8.0 RECOMMENDATIONS

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

Applicant's drawing No. (s) 104A and 108A

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby permitted shall only be built in accordance with the following approved plans:

PL101, PL102 Rev P1, PL104 Rev A, PL105, PL106, PL107, PL108 Rev A, PL109, PL110, PL111, PL112, PL113, PL114, PL115 Rev P1, PL116, PL117, PL118, PL119 Rev P1, PL120 Rev P1 & 130933/A/08 Rev A

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

3. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the 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.

4. a) No development shall commence until a desktop study and conceptual model shall be submitted to, and approved in writing by the Local Planning Authority. A desktop study shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. If the desktop study and conceptual model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and conceptual model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

a risk assessment to be undertaken, refinement of the conceptual model, and the development of a method statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined conceptual model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

5. No development shall commence until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been

submitted to, and approved in writing by the Local Planning Authority. 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 Local Planning Authority prior to any works being carried out on the site.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties.

6. No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) by McCloy Consulting Ltd, dated August 13, and the Sustainable drainage design statement Revision 2.0 dated, October 2013 and Paul D Kentish's email to Aaron Lau dated 8 October 2013 13:53, has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off to 125.17 l/s and surface water storage on site as outlined in the FRA.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

7. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - 1) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure protection of controlled waters.

8. Prior to the occupation of the development hereby permitted, a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure protection of controlled waters.

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

Reason: To ensure protection of controlled waters.

10. No buildings of the development hereby permitted 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 'Very Good' has been achieved for this development

Reason: To ensure that the development achieves a high level of sustainability

11. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme). The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.

- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

12. No development shall commence until a construction management plan (CMP) and construction logistics plan (CLP) have been submitted to and approved in writing by the Local Planning Authority. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Watermead way and Leaside Road 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.

13. No development shall commence until a delivery and servicing plan (DSP) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

14. No development shall commence until the applicant has entered into a Section 278 agreement or appropriate agreement with the Council's Highway, Parking and Transport Department to enable works to reinstate the highway and footway to adoptable standards, including the removal of redundant vehicle crossovers on the footway abutting Leaside Road. The use hereby approved shall not commence until the above works have been completed to the satisfaction of the Local Planning Authority, at the cost of the developer.

Reason: In the interest of highway safety and to protect the visual amenity of the locality.

Informatives:

- a) *Thames Water*

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

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

b) Environmental Health

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.

c) Environment Agency

i) Contamination

Groundwater characterisation at the site is required. Site investigation works have identified a medium to high risk to groundwater from elevated contaminants identified in soil sampling completed so far. Primary controlled waters receptors at the site relate to the groundwater abstraction and also the nearby Pymmes Brook (if groundwater is in hydraulic continuity with the river).

ii) Surface water

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

b) Confirmation of the critical storm duration.

c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.

e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.

f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

d) *Community Infrastructure Levy*

The applicant 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 £115,815 (£35 x 3,309 sqm). 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.

e) *Conditions*

The applicant is reminded that the following pre-commencement conditions attached to this planning permission have been formally discharged by the Council:

No. 3 (Materials) - HGY/2014/0455;

No. 6 (Surface Water Drainage Scheme) - HGY/2014/0461;

No. 7 (Contamination risk assessment) - HGY/2014/0462; and

No. 13 (Service & delivery plan) - HGY/2014/0453

f) *Members' consultation*

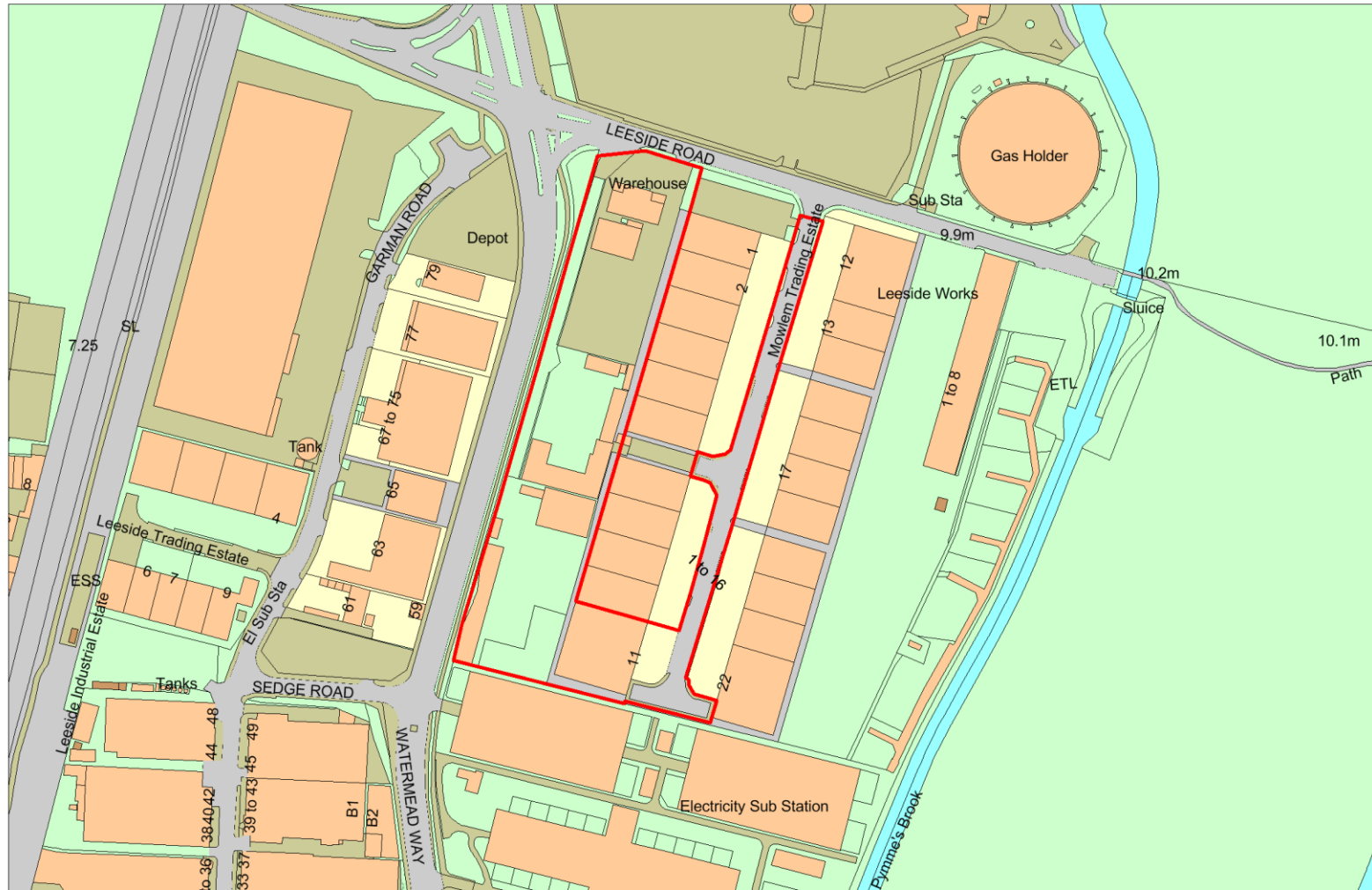
Members shall be consulted on details of the soft boundary landscaping treatment and fencing / railings once a scheme has been submitted for consideration and determination.

g) *Working with the applicant*

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.

9.0 APPENDICES: Appendix 1: Plans and images

Unit 11, Mowlem Trading Estate, Leaside Road and land Fronting Watermead Way, London N17 0QJ

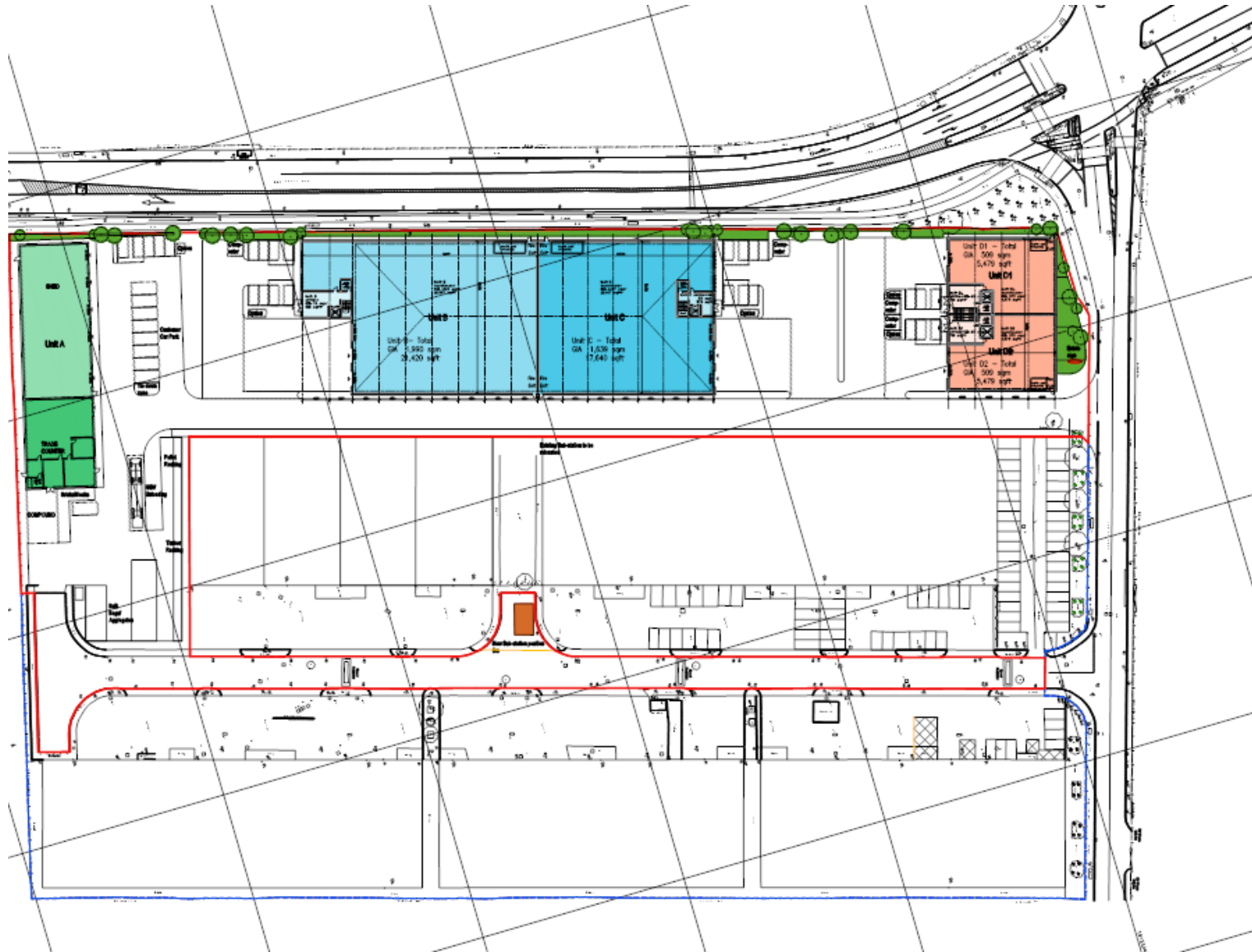


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Town and Country Planning Act 1990 (as amended) Plan relating to the Notice Address

Existing site plan

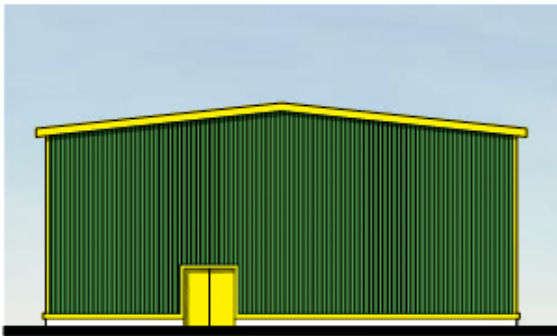
OFFREPC
Officers Report
For Sub Committee



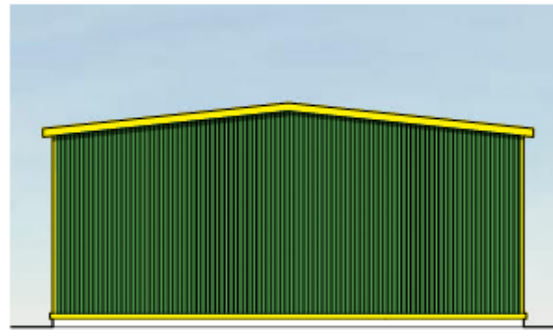
Approved site plan



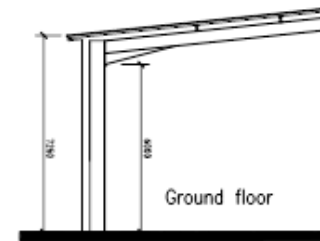
1 PROPOSED NORTHERN ELEVATION



2 PROPOSED EASTERN ELEVATION



3 PROPOSED WESTERN ELEVATION



TYPICAL SECTION

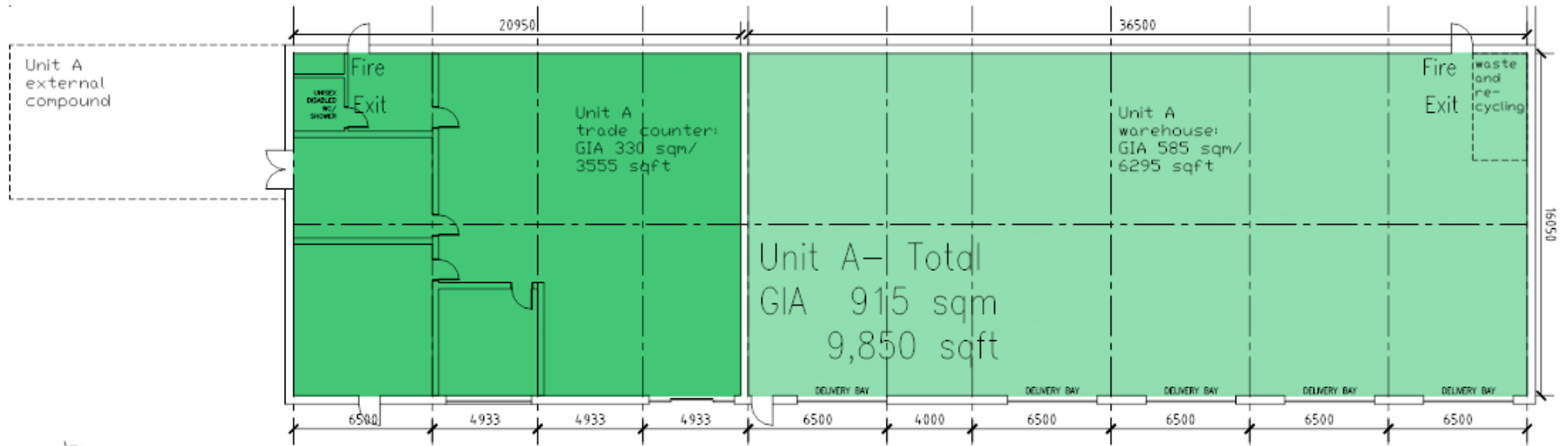


4 PROPOSED SOUTHERN ELEVATION

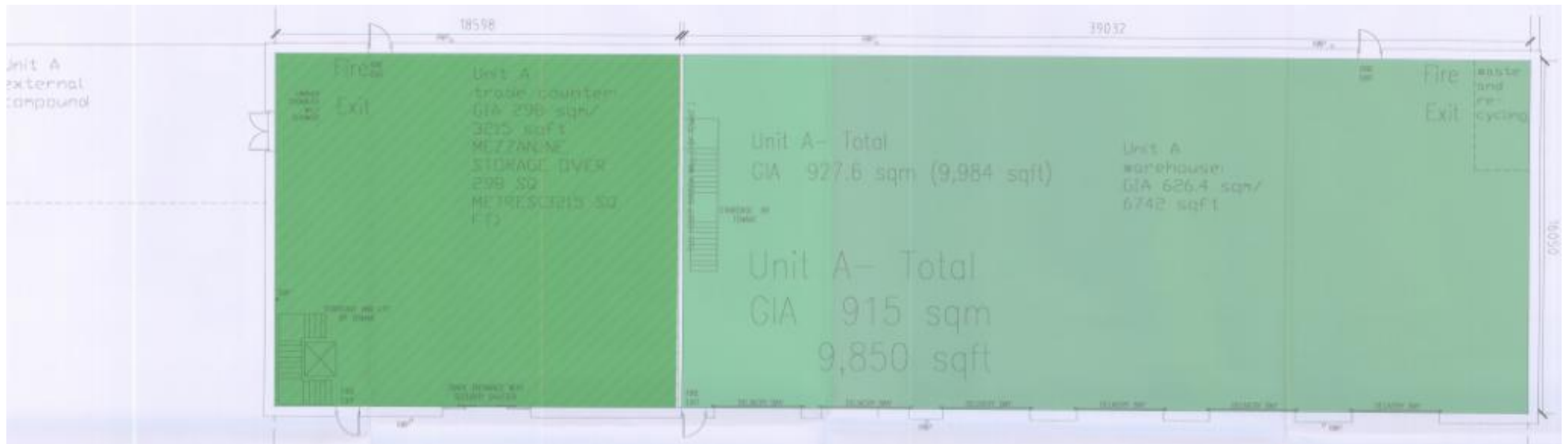
Approved Unit A elevations



New elevations – Unit A



Approved Unit A floor plan



New layout – Unit A