

Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1377

Ward: Tottenham Hale

Address: 37a Markfield Road, London N15 4QF

Proposal: Adaptation of the existing warehouse building (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) with associated amenity spaces and external alterations (amended description)

Applicant: Mr Robert Burn (TEN87 Studios)

Ownership: Private

Case Officer Contact: Malachy McGovern

Date received: 10/05/2016

Drawing number of plans:

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the change of use of the industrial site to a mixed use comprising sui generis recording studio and work space, B1a office space, performance space (sui generis) and A4 cafe / bar use is considered to be acceptable;
- The proposal would increase the levels of employment on site and would complement the surrounding uses;
- The proposal would have a significant positive impact on the regeneration of the area;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;

- There would be no significant impact on parking or the surrounding highways network;

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission subject to the conditions, informatives and signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below set out below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/10/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his 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.
- 2.4 That delegated authority be granted to the Director/Assistant Director - Planning to make any alterations, additions or deletions to [the recommended heads of terms and/or] recommended conditions as set out in this report (and to authorise any such changes requested by the GLA) and to further sub-delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Approved uses
- 4) Hours of operation
- 5) Loading/ Servicing Plan
- 6) Cycle Storage
- 7) Refuse Storage & Collection
- 8) Gas Boilers
- 9) Noise

Informatives

1. Hours of Construction

2. Street Naming & Numbering
3. Sprinkler System
4. Water Pressure/ Drainage
5. Public Sewer
6. Asbestos Survey

Section 106 Heads of Terms:

- 1) Travel Plan and associated monitoring fee (See Section 6.7.6 for full details)

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 The application seeks full planning permission for adaptation of the existing warehouse building (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) with associated amenity spaces and external alterations (amended description)

3.2 Site and surroundings

- 3.2.1 The application site is irregularly shaped measuring approximately 16 metres wide and between 75 and 85 metres deep giving a total area of 1300 sq metres (0.13 hectares) and is located on the eastern side of Markfield Road close to the junction with Constable Crescent. The site currently comprises a 2 and a half storey, modern brick built commercial building which has an office and loading

bay adjoining a service yard on the eastern side of the site. A large metal clad structure covering the remainder of the site to the west is used as the main warehouse area. The site is currently used for light industry B1(c) and storage (B8) however has been in decline for a number of years. Access is granted directly from Markfield Road.

3.2.2 The gross internal area of the warehouse is 1117 square metres. The site is located within a designated employment area known as Locally Significant Industrial Site (LSIS 14). Immediately north of the site is a storage yard with similar warehousing and again to the east on the opposite of Markfield Road is a similar arrangement of industrial buildings. To the south and south west, similarly, a number of industrial and warehouse buildings with service yards are found. Immediately west of the site however is a small area of open green space which is accessed directly from Stamford Road.

3.2.3 The site does not comprise any Listed Buildings and is not located within a Conservation Area. The site is also located within the Tottenham Hale Growth Area as identified on the Haringey Local Plan Strategic Policies map.

3.3 Relevant planning history

3.3.1 There is no relevant planning history for the site

4.0 CONSULTATION

4.1 The following were consulted regarding the application, and the following responses were received:

Internal:

- 1) LBH Conservation – No response as no significant alterations or extensions to the building
- 2) LBH Transport: Generally supportive of the proposal subject to conditions and S106 including Servicing & Delivery plan and Travel Plan
- 3) LBH Pollution: Conditions recommended re 1. Combustion of Energy / Plant and 2. Management and Control of Dust. Informative also advised re asbestos survey

- 4) LBH Cleansing East: Informatives advised re storage of waste
- 5) LBH Building Control: No response
- 6) LBH Tottenham Team Central: The Tottenham Team are highly supportive of the scheme
- 7) LBH Economic Development: Support the scheme – funding has been granted through the opportunity investment fund
- 8) LBH Licencing: Advice given in relation to hours of operation
- 9) LBH Food & Hygiene: No response
- 10) LBH Noise, Pollution & Air Quality: Combustion, Energy & Plant condition recommended in addition to informative re asbestos handling
- 11) LBH Flood & Surface Water: No response
- 12) LBH Emergency Planning & Business: No response
- 13) LBH Head of Carbon Management: No response

External:

Thames Water: No objection - Informatives advised

London Fire: No response

LBH Waltham Forest: No response

LBH Hackney: No response

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 208 neighbour letters were sent
- 2 site notices were erected close to the site

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

No of individual responses: 12

Objecting: 1

Supporting: 10

Other: 1

5.3 The objections raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- The proposed use would not fit in well with the existing industrial uses
- Health & safety concerns
- Customers consuming alcohol on site might cause problems such as crime and anti-social behaviour
- Large groups of people might pose a fire risk

The letters of support can be summarised as follows:

- The project would improve and bring employment into the area
- New use will enrich Tottenham's culture
- Positive addition to local area
- Would support local employment and culture
- Benefits to local musicians and music producers
- Would provide useful services for local and new people in the area
- Project would provide a new creative and social hub

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Transportation
5. Sustainability
6. Waste

- 7. Accessibility
- 8. Planning Obligations

6.1 Principle of the development

- 6.1.1 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.
- 6.1.2 The primary concern with the proposed change of use would be the loss of the existing B2 / B8 uses and therefore the loss of, or reduction of any employment generating floor space. It is considered that whilst there would be a net loss of employment generating floor space, the proposed uses would in fact increase levels of employment and would complement the remaining B1(a) employment floor space to be reconfigured and expanded.
- 6.1.3 The NPPF states at paragraph 19 that the “Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth.” The NPPF goes further at paragraph 21 and states that “investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment”.
- 6.1.4 The submitted information suggests that the existing storage and industrial activity on site will move elsewhere as the owner consolidates operations to a larger location. This pattern of relocation and consolidation is commonplace. With the decline of traditional manufacturing and industrial practices, opportunities to support emerging economic sectors must be considered alongside core policy objectives for sustainable growth. Paragraph 21 of the NPPF states that “planning should support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.”
- 6.1.5 The site currently comprises a two-storey commercial building which has previously been used for industrial purposes (use class B1 & B2) and warehouse storage (use class B8). The loss of the existing employment land is a

fundamental planning consideration and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. It is also important to note that emerging DPD Policy DM48 states that the Council will only consider the loss of employment land or floor space to be acceptable subject to any new development proposals providing the maximum amount of replacement employment floor space possible having regard to viability. Although only limited weight can be afforded to emerging DM DPD policies, the document is now at pre-submission stage and is now closer to adoption stage, so is therefore material in assessing this planning proposal.

6.1.6 Whilst the proposal would result in the cessation of the existing B2 and B8 operations on site, as stated above, the proposed uses involving a recording studio (sui generis) and ancillary bar and live music space (A4) would increase employment levels of site. Whilst some 865 sqm of B8 floor space would be lost, the submitted drawings indicate that a mezzanine level would be constructed within the main building and as such the available B1a office floor space would increase from 251 sqm to 812 sqm. It is considered that the reconfiguration of the existing space to provide more office space and new recording studio pods would represent a more sustainable and more viable use of the site. The uses proposed are representative of current market forces which must be considered.

6.1.7 The applicant submits in his planning statement that the existing use employs 3 full time and 2 part time staff. The proposed use by contrast would provide the following levels of employment:

- 7 offices - up to 20 people
- Co-working spaces – up to 20 people
- Recording studios – unknown however maximum use would be up to 36 people
- Company positions – 5 people including studio manager, studio booking agent, 2 x cleaners and 1 x security guard

6.1.8 The proposed cafe / bar use (class A4) to be known as 'Five Miles' is considered to complement the enclosed performance space (sui generis) and it is clear that synergies would exist between the live music venue and the music recording studios. It is considered that the combination of these uses within a controlled space would stimulate local employment and would align with the Council's wider regeneration initiatives whilst retaining a satisfactory degree of employment on site in line with policy 4.6 'Support for and enhancement of arts, culture, sport and entertainment' on the London Plan 2015. The proposed uses would therefore be compatible with the surrounding industrial uses, would be in line with

the broader vision of the NPPF to support sustainable economic and social development, and are acceptable in principle.

- 6.1.9 The Tottenham Regeneration Team within Haringey Council have provided considerable support for the scheme. The proposed development is located on Markfield Road and finds itself at the heart of an area of significant change. There has been a pattern of intensification of existing buildings and their uses, which has resulted in much higher job densities being secured. There has been particular growth in the South Tottenham Employment Area in creative enterprises and within the creative maker economy. This pattern aligns well with the council's objectives to secure higher job densities within the borough's existing stock of employment land.
- 6.1.10 A significant issue within the creative community in South Tottenham has been the absence of places to meet, record and perform. This proposal provides something of a focal point for the creative community, which would complement the existing creative businesses located along Markfield Road. The Tottenham Regeneration team have advised that this proposal as positive for the sustainable regeneration and intensification of Markfield Road area.

6.2 Design and appearance

- 6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11 and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.2 The existing building is rather utilitarian and typically industrial in nature. The main 2 storey, steel framed structure facing Markfield Road has a brick finish at ground floor and grey metal cladding on the upper floor and roof which contributes little to the surrounding townscape. The existing building is therefore of little architectural merit and is surrounded by similar such buildings.
- 6.2.3 The submitted drawings and information confirm that no external extensions or increase in building mass is proposed. The existing building would be renovated and retrofitted internally and a new mezzanine would be constructed providing a first floor. Central to the scheme are the construction of 16 individual recording

studio pods which would be located at ground floor. The performance space would comprise a stage and cafe/ bar area which would all be constructed within the existing building envelope and would be double height.

6.2.4 The submitted drawings indicate that new doors would be installed behind the existing roller shutter door on the front elevation. The existing rain screen cladding would also be painted. At ground floor level the existing brickwork would be over-clad with reclaimed timber boarding. To the rear, a new fire escape door would be installed and some additional air handling units would be installed (the latter appear as indicative on the submitted drawings and do not form part of this application). The proposed changes to the exterior are minimal and would represent an improvement in terms of visual amenity.

6.2.5 In terms of layout, access would be granted from the main access off Markfield Road. The front yard area would provide parking for 4 vehicles, cycle parking and refuse space. The existing perimeter fence, boundary treatments and hard standing would all be retained as existing with no material alterations or landscaping proposed. A reception area would be situated at the building entrance providing access to the recording studio pods and live music venue at ground floor level. A separate entrance would be provided for the cafe/ bar area at ground floor level. The proposed office space would be provided at first floor level and accessed through the main stairwell which is considered acceptable.

6.2.6 Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Impact on the amenity of adjoining occupiers

6.3.1 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. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.

6.3.2 The proposal would not involve any extensions or increase in building mass and as such there would be no impact on neighbouring amenity by way of loss of daylight/ or sunlight.

- 6.3.3 The proposal would not involve the insertion of any new windows or openings (the new doors would be behind the existing roller shutters and would face onto the front yard only) and as such there would be no overlooking or privacy issues.
- 6.3.4 Perhaps an obvious concern with a performance venue and cafe/ bar might be the noise and disturbance generated by patrons using the venue and the performance acts / musical recording sessions associated with the use. Saved UDP Policy UD3 deals with Noise pollution and resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.
- 6.3.5 Given the physical separation distance between the site and the nearest residential property some 50 metres away to the west, and the fact the music would be contained within the existing building envelope, it is not considered that the proposed uses would cause any significant impact on residential amenity. The proposed recording studio pods would be sound proofed/ insulated to Rw50dB in order to avoid noise interference and ensure use of one does not compromise use of the other. In doing so, noise would be completely mitigated from having an impact on external or neighbouring properties.
- 6.3.6 The proposed performance space would also be sound insulated to Rw 60dB and would be located within the centre of the building with adequate buffers between the residential properties on Stamford Road to the west. Planning conditions are proposed to ensure that noise is kept within reasonable levels. The submitted assessment states that potential noise level at the closest residential property would be <10dB which is acceptable given typical low suburban night time external noise levels LA90 ~30dBA.
- 6.3.7 The submitted drawings indicate that access to the site would be via Markfield Road. As such it is not considered there would be any significant impact in the amenity of Stamford Road residents by way of staff and customers coming and going from the site. There would be no nearby residential uses on Markfield Road affected by way of noise nuisance or disturbance. It is considered that hours of operation and potential noise can be adequately controlled by way of planning conditions.
- 6.3.6 The proposal is not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

6.7 Transportation

6.7.1 The site is located to the west side of Markfield Road, immediately north of the junction with Constable Crescent. The site has a PTAL value of 5 which is considered 'very good' access to public transport services. Two bus services are accessible within a 4 minute walk, and both Seven Sisters and Tottenham Hale Stations are accessible within a ten to eleven minute walk. The site is not within any of the Borough's CPZ's but is very close to the eastern periphery of the Seven Sisters CPZ which has operating hours of 0800 – 1830 Monday to Saturday.

6.7.2 Deliveries and Servicing

There are no details provided in relation to the proposed servicing arrangements. The predicted numbers and types of service vehicle movements to and from the site need to be provided for consideration, along with commentary on where vehicles will stop to make deliveries and collections. This can be secured by condition.

6.7.3 Parking arrangements

4 parking bays (including one disabled/blue badge bay) are proposed, located to the eastern edge of the site. The layout proposed is acceptable, it is noted that the gate affording access to the visitor cycle parking and bin store needs to open across the side of the blue badge bay – however it is expected that this is very unlikely to cause a problem. The likely parking demands of the development need to be worked up and provided for consideration. As commented above there are high daytime parking stresses in the locality. The site is not in the Seven Sisters CPZ and by being immediately outside experiences very high parking stresses. It is recommended that a Travel Plan is secured by condition.

6.7.4 Cycle parking

The 10 no. spaces proposed for the Internal cycle parking by reception appears to be vertical - horizontal cycle parking is preferred as it is easier to use, however in any instance the full details of the system intending to be used, and the installation requirements for height/spacings/clearance and the like need to be provided for approval. 10 spaces exceeds the London Plan requirements which is welcomed.

6.7.5 The External cycle parking (visitor) area is shown behind the car parking, in the

same location as the bin store, behind a locked gate. The main concern for visitor cycle parking is security, assuming the gate access is controlled and secure this should be fine. Again the proposed provision exceeds London Plan requirements and this is welcomed in principle. Full details need to be provided for the employee and visitor cycle parking and this can be covered by condition, to be approved prior to commencement of the works.

6.7.6 Travel Plan

A travel plan to accord with TfL's guidelines will be needed, given the potential for exacerbating existing parking stresses in the locality. The exact form of this depends on the number of employees. A travel plan is equally important for both the daytime and evening proposals. A draft needs to be provided for consideration prior to any planning decision as the potential impacts from this proposal are considerable. The applicant has submitted a draft Travel Plan which sets out ways in which the venues will encourage more sustainable modes of transport. A staff and visitors Travel Plan must be secured by way of the S.106 agreement, as part of the travel plans, the following measures must be included in order to maximise the use of public transport:-

- a) The applicant submits a Travel Plan for each aspect of the Development and appoints a travel plan co-coordinator who develop must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.
- b) Provision of welcome induction packs for staff containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all staff, travel pack to be approved by the Councils transportation planning team.
- c) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans; this must be secured by S.106 agreement.
- d) Provide cycle parking in line with the London Plan and must be reviewed annually as part of the travel plan and provide additional cycle parking facility if required.
- e) Provide public transport information with ticking (electronic or paper) where possible and on the website for any live performance planned.

6.7.7 On balance, the proposal is considered acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2015 Policy 6.9 and Local Plan 2013 Policy SP7 Transport, and

Policy DM31 of the Pre-Submission Version of the Development Management DPD January 2016.

6.8 Sustainability

6.8.1 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 Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.

6.8.2 The submitted information is limited and no energy statement has been provided. The environmental statement states that efforts to minimise waste and recycle materials wherever possible will be encouraged. The proposed refurbishment of the building is intended to be a 'light touch' approach and the proposed fit out will make use of low energy mechanical, electrical light fittings and low water consumption sanitary fittings.

6.10 Waste

6.10.1 It is considered that the details included with the application are sufficient to demonstrate that refuse and recycling can be adequately stored on the site.

6.10.2 Given the layout of the site, it is considered that details of the storage and collection of refuse, together with a management plan for collection, should be secured via a condition, should consent be granted.

6.11 Conclusion

6.11.1 The principle of a mixed use comprising B1a office space, sui generis recording studios and performance space, and ancillary A4 cafe/ bar on the site is considered to be acceptable and would be compatible with surrounding land uses. The design and appearance of the development would represent an improvement to the existing industrial and the visual amenity of the street scene. The proposal would not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and would not have an adverse impact on the surrounding highway network and parking.

6.11.2 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 proposed mezzanine floor would be 194 sqm in area and as such would not be Mayoral CIL Liable (given it is less than 200 sqm).

The scheme is not Haringey CIL liable.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to a S106 Legal Agreement

Applicant's drawing No.(s): Site Location Plan, Site Plan (P003-P1), P200-P1, P201-P1, P207, P300-P1, P202-P1, P203-P1, P204-P1, P205-P1, P100-P1, P101-P1, P102-P1, P103-P1, P106-P1

Conditions:

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 approved plans comprise drawing nos (list). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. The approved uses in the detailed planning permission are as follows:

Ground Floor Use Classes: cafe/ bar (A4), recording studios (sui generis), performance space (sui generis))

First Floor: Offices (B1a)

a) The floor area of both the cafe/ bar and live performance space shall not at any time be enlarged and shall not exceed the floor areas indicated on the drawings hereby approved.

b) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, and the Town and Country Planning (General Permitted Development) Order 1995 (as amended), there shall be no change of the particular use of the recording studios or offices hereby approved.

Reason: In order to control the nature of cafe/ bar and entertainment uses on the site and in order to ensure the uses are 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.

4. The cafe / bar and performance space use hereby permitted shall not be operated before 11:00 hours or after 23:00 hours Monday to Thursday, before 11:00 hours or after 03:00 hours Fridays and Saturdays and before 11:00 hours or after 23:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

5. No development shall start until details of servicing, loading, unloading (and turning) of vehicles has been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 10 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

7. No development shall take place until details of a travel plan showing how patrons will access the site by more sustainable transport modes has been submitted to

and approved in writing by the local planning authority. The plan must show measures that will be used to promote more sustainable modes of transport and how such measures will be managed once the development has been first implemented. The approved travel plan shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

8. 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.

9. Prior to installation details of the gas boilers to be provided for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

10. Details shall be submitted for the approval of the Local Planning Authority before any development is commenced, to demonstrate that the sound reduction index of the separating party [floor/ceiling][walls], R_w , will achieve the following criteria with windows shut and other means of ventilation provided: * The background L90,15min linear noise level in any one third octave band from 50Hz to 160 Hz, and also the overall Linear L90 level, as previously measured inside a habitable room of the nearest affected premises with windows closed, shall not be increased when the amplified music or speech is played and the measurement is repeated at the same position, using L90 linear over any 5 minute period with the background and source operating together.

Reason: To protect the living conditions of occupiers of nearby properties, in accordance with policies

Informatives:

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

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

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

INFORMATIVE: Prior to demolition of any existing structures or 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.

Appendix 1: Consultation Responses

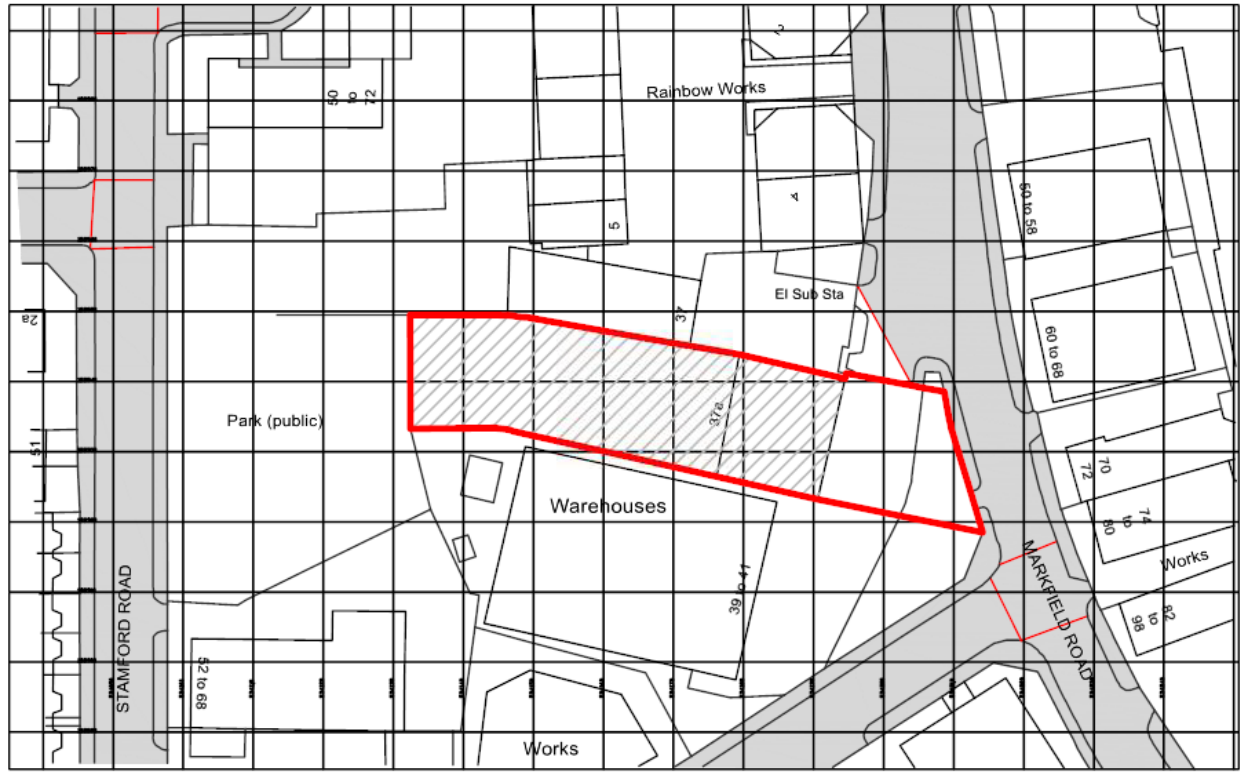
Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	Travel Plan (S106) and Servicing plans required (condition)	Noted and both included
Pollution Team	No objection to the proposal however two conditions regarding contaminated land	Noted and both conditions included
Waste Management	No objection however information provided	Noted and refuse management secured by condition
Regeneration Team	<p>Supportive. The proposed development is located on Markfield Road and finds itself at the heart of an area of significant change. There has been a pattern of intensification of existing buildings and their uses, which has resulted in much higher job densities being secured. There has been particular growth in the South Tottenham Employment Area in creative enterprises and within the creative maker economy. This pattern aligns well with the council's objectives to secure higher job densities within the borough's existing stock of employment land.</p> <p>A significant issue within the creative community in South Tottenham has been the absence of places to meet, record and perform. This proposal provides something of a focal point for the creative community, which would complement the existing creative businesses located along Markfield Road.</p> <p>The Tottenham Regeneration team view this proposal as positive for the sustainable regeneration and</p>	Noted

Stakeholder	Question/Comment	Response
	intensification of Markfield Road area.	
EXTERNAL		
Thames Water	No objection raised – two informatives regarding drainage and piling method	Noted, condition recommended and informatives included.
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> • The proposed use would not fit in well with the existing industrial uses • Health & safety concerns • Customers consuming alcohol on site might cause problems such as crime and anti-social behaviour 	<p>The proposed uses would increase employment levels on site and would not have significant adverse impacts on neighbouring amenity. The uses are therefore compatible with surrounding land uses.</p> <p>Health and safety concerns are covered by separate legislation. The Council's Building Control department have been consulted and do not object to the proposal.</p> <p>Issues regarding crime and anti-social behaviour are not considered to be a significant problem. The Planning system cannot act in bad faith and assume patrons and customers would cause such disruption. Crime and anti-social behaviour must be dealt with under relevant legislation if and when it arises and is not specifically a planning matter. The proposed operation would be controlled by planning conditions to mitigate noise and nuisance.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"><li data-bbox="621 235 1304 272">• Large groups of people might pose a fire risk	As above, the Council's Building Control department have been consulted and do not object to the proposal in terms of fire risk.

Appendix 2: Plans and Images

Site Plan



Photograph Collage of Proposal



Proposed South Elevation



Photo of Existing South (front) Elevation



Proposed North Elevation



Photo of Existing North (rear) Elevation



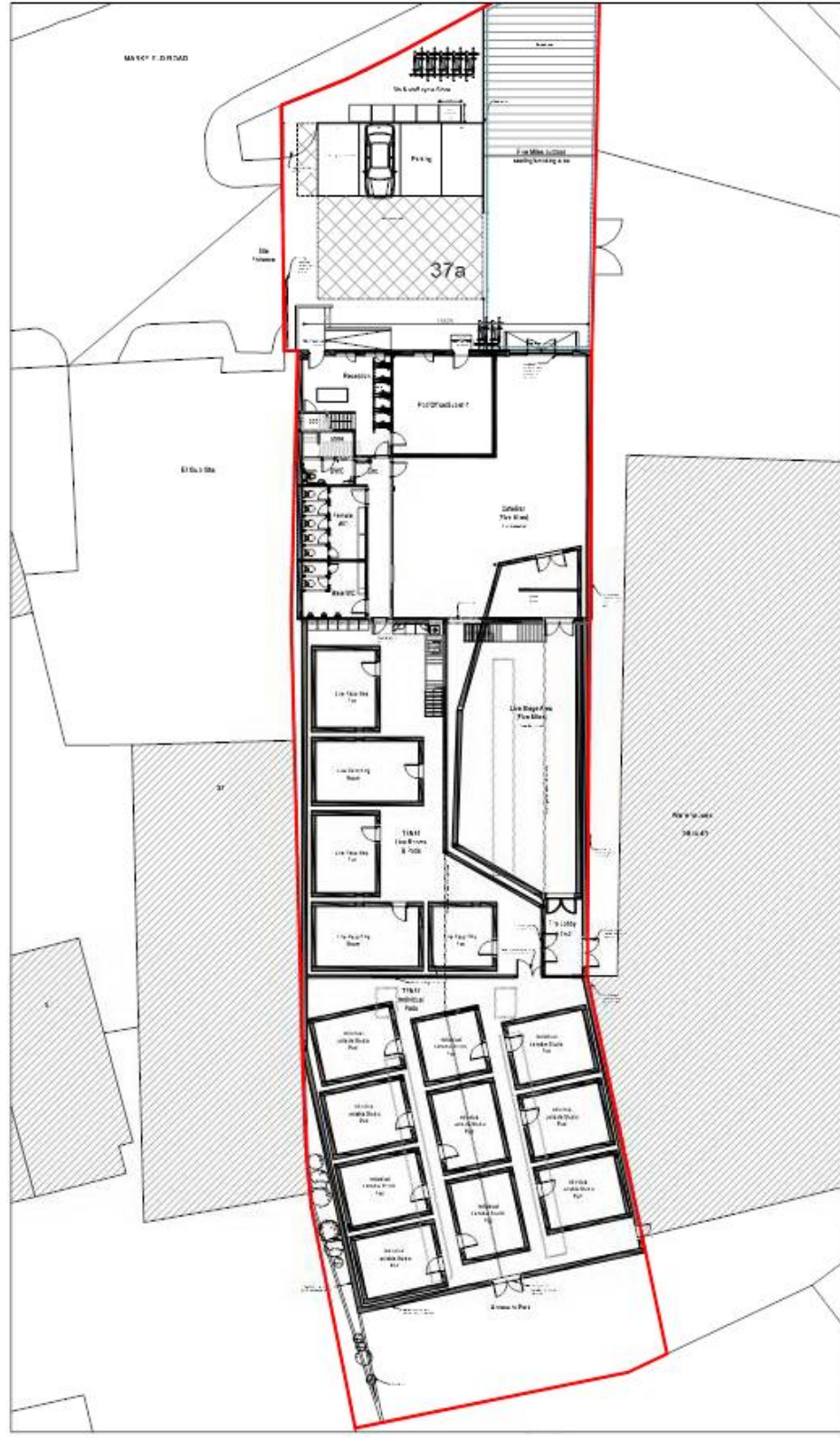
Proposed West Elevation



Proposed East Elevation



Proposed Ground Floor Plan



Proposed First Floor

