



Officer Report

Application Number:	HGY/2023/2360
Application Type:	Full planning permission
Address:	Block F (F1,F2,F3), Bounds Green Industrial Estate, London, N11 2UL
Proposal:	Demolition of existing industrial building and erection of replacement industrial building with associated hard and soft landscaping works.
Case Officer:	Josh Parker
Valid Date:	01/09/2023
Applicant:	c/o Agent
Agent:	Mr Aram Hekmat

1. Proposed Development

- 1.1 The proposal is for the existing buildings on site to be demolished and changes to the current road layout to allow the construction of a new building to house four new units.
- 1.2 There will also be loading bays for each unit between the parking spaces. The existing green space of the green corridor is maintained and an additional landscaped area is also proposed on the eastern end of the block.
- 1.3 A footpath has been added around the south-western elevation to maintain pedestrian connectivity as requested by Officers during pre-application discussions. The proposals have been designed cognisant of the existing industrial units to the South of the site and as demonstrated in the accompanying Transport Assessment, access to these units is maintained.

2. Site and Surroundings

- 2.1 The site comprises three industrial units, together with adjacent carriageways, associated parking areas and an area of shrubland. These industrial buildings sit on the southern side of the Bounds Green Industrial Estate, with other commercial units located directly to the north and south. To the east of the site are further commercial buildings at Horizon Trade Park and Tealedown Works. The Bounds Green Industrial

Estate is designated as a Local Employment Area, and as such the land is safeguarded for employment generating uses.

- 2.2 The estate is situated on the southern side of the A109 and A406 (north circular). To the west of the industrial estate is Bluebell Wood and Muswell Hill Golf Course, which form a Site of Importance for Nature Conservation (SINC). There is also an ecological corridor neighbouring the site to the west. The land, subject of this submission, is within a Crossrail 2 Safeguarded Zone.

3. Relevant Planning and Enforcement history

- 3.1 There is no recent relevant planning history on the site.

4. Consultation response

- 4.1 The following consultations responses have been received:

Internal:

- 1) lbh Carbon Management: No objection, subject to conditions and legal agreement.
- 2) LBH Pollution: No objection, subject to conditions.
- 3) LBH Transportation: No objection,
- 4) LBH Waste Management: No objection.

External:

- 5) Thames Water (Waste and water comments) :
- Measures need to be undertaken to minimise groundwater discharges into the public sewer;
 - Surface water advice;
 - Work near sewers advice;
 - Thames Water do not permit the building over or construction within 3m of any water mains
 - Thames Water recommends the following informative be attached to this planning permission. 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.

Applicants response to above Thames Water comments:

- Ground water discharges: There will be no discharge of ground water from the permanent works.
- Surface water drainage. The soil conditions are just over a metre of made ground overlying clay so infiltration into the ground is not feasible. A falling head test was conducted in a borehole, but the water level rose during the course of the test. There are no water courses in this vicinity. It is a brownfield site and the original building/hardstanding discharged unattenuated to the

adopted sewer. The discharge rate from the new development has been restricted to 2 litres/second.

- There are two public sewers which would be underneath the new building. They are head of runs and are being diverted around the building into different adopted foul and storm sewers. A Section 185 diversion has been applied for and is currently going through technical approval.
- Water mains diversion is being applied for accordingly.

6) Crossrail 2 safeguarding – No objections

5. Local Representations

5.1 The application has been publicised by way of a individual letters were sent to surrounding local properties. The number of representations received from neighbours, local groups, etc in response to notification and publicity were as follows:

- No of individual responses: 0
- Objecting: 0
- Supporting: 0
- Representation: 2 (Thames Water and Crossrail 2 safeguarding as summarised above)

5.2 The following issues were raised in representations that are material to the determination of the application, and these are addressed in the next section of this report:

6. Material Planning Considerations

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

1. Principle of Development;
2. Design, Layout and Appearance;
3. Inclusive Design;
4. Amenity of Adjoining Occupiers;
5. Parking and Highway Safety;
6. Energy and Climate Change;
7. Ecology and Biodiversity;
8. Waste and Recycling; and
9. Land Contamination.

Principle of Development

6.2 The site is situated in the Bounds Green Industrial Estate. Policy SP8 of Haringey's Local Plan Strategic Policies (2017) (Local Plan) outlines that sites suitable industrial sites should be safeguarded for a range of industrial uses, including B1(now class: E(g)), B2 and B8 uses, as long as these sites continue to meet the demand and needs of modern industry.

- 6.3 Local Plan Policy SP8 then highlights a demand in Haringey for an additional 23,800 square metres of employment floorspace up to 2026. This demand can be met through:
- The reconfiguration and re-use of surplus employment designated land;
 - The intensification of the use of existing employment sites; and
 - The protection of existing viable employment uses on designated and non-designated sites.
- 6.4 Similarly, London Plan Policy E4 outlines that a sufficient supply of land and premises to meet current and future demands for industrial and related functions should be provided and maintained. Furthermore, this policy explains that the retention, enhancement and provision of additional industrial capacity should be prioritised in certain locations, having regard to accessibility, logistical requirements, distribution services, support for a range of business sizes and access to local employment. The intensification of business uses is supported in principle by London Plan Policy E7 and this can be delivered through introduction all type of unit, development of multi-storey schemes and the more efficient use of land.
- 6.5 Policy DM37 of Haringey's Development Management DPD (the DPD) also encourages the intensification, renewal and modernisation of employment land, where certain criteria are met. In line with this policy, the development should be designed to be flexible, allowing subdivision/amalgamation of units, so to provide for a range of business sizes. Additionally, the proposal must make a demonstrable improvement in the use of the site for employment purposes. Specific regard should be had to the quality/type of employment floorspace provided and the quality/density of jobs accommodated on site. The proposal must also seek to contribute to the achievement of the economic objectives set out in the Local Plan and other key Council plans/strategies.
- 6.6 The scheme seeks to provide 4 units totalling a gross external area of 909 sqm with B2/B8 planning use classes. The provision of such uses is appropriate in the Industrial Employment area and aligns with the land use designation outlined at Local Plan Policy SP8. The current occupation of the site by dilapidated small units not designed for use is considered an under-utilisation of the land. Whereas this proposal would supply a significant uplift in the quantity, density and quality of business floorspace on the site. This intensification is supported by policy at all levels and would represent a clear enhancement in the use of the site for employment purposes.
- 6.7 The creation of higher quality commercial environment would benefit the local population through providing employment opportunities to residents. The delivery of these new jobs is again supported by planning policy at all levels, and also will contribute to the overarching economic objectives for the Borough.
- 6.8 A wide range of unit sizes are intended to be provided within the new blocks. The development would deliver 4 high quality units with the smallest being 180 square meters, while larger units would either 204 or 253 square metres respectfully. It is

considered that the unit sizes proposed would cater for a wide range of different types of businesses.

- 6.9 Overall, higher quality commercial space would be provided, an increase in high quality employment floorspace would be delivered, new employment would be created/attracted. In addition, the proposal would contribute to the Borough's anticipated need for employment floorspace. As such, the scheme is considered to accord with the aforementioned policies and the proposed intensification of employment/industrial uses is acceptable in principle.

Design, Layout and Appearance

- 6.10 London Plan Policy D3 requires developments to make the best use of land by following a design-led approach that optimises the capacity of sites. Furthermore, this policy notes that proposals should enhance local context by delivering buildings that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy.
- 6.11 Proposals should also enhance and enrich Haringey's built environment, in line with Local Plan Policy SP11. Development must be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 outlines that developments should relate positively to their locality, with particular regard to: building heights, form, scale and massing around the site. Furthermore, proposals should give full consideration to: urban grain, building lines, rhythm of plot/building widths, active frontages to the public realm and distinctive local architectural styles, detailing and materials.

Height, Scale and Massing

- 6.12 The site is currently occupied by three units, one being a low unit which appears to be one of the older buildings on the whole estate and a 2-storey sized industrial unit which is separate to the south of the low laying unit. The buildings differ in size, age and stature, the use is clearly an under-utilisation of the land. The proposed redevelopment would result in the presence of built form of notably greater scale industrial building tailored to the confines of the boundaries.
- 6.13 Works would involve the existing building to be demolished including the western portion which is subject to historical fire damage to make way for a single building separated into 4 self-contained units which would appear be as two-storey blocks when viewing the site from Ring Way and beyond. The surrounding area is comprised mainly of a mixture of two and three storey buildings, however it is noted that there are some greater in height. Having regard to the prevailing height of buildings in the locality, it is considered that the two-storey level of the proposal would suitably respect the scale of built form in the area. The proposed building would not appear bulky in the plot, nor would they appear unduly large in the street scene or the surrounding area.

Layout

- 6.14 It is proposed that the new units are partially built over the existing estate road (in private ownership by the applicant) and making the existing South Way a one-way route, working from east to west. Cumulatively these proposals will create a more efficient use of the site whilst ensuring that safe vehicular access to the existing units to the south of the site is maintained. The proposed highways amendments are beneficial as they will reduce the potential conflict between vehicles, particularly Heavy Goods Vehicles (HGV) and presents better loading/unloading facilities for waiting vehicles, by comparison to the existing on-site arrangement. This is discussed further in the transport section below.
- 6.15 This layout is considered appropriate, as satisfactory spacing would be provided between the new and existing surrounding buildings. There is no clear uniform pattern of development evident throughout the area. As such, it is considered that the proposal would not be at odds with any distinct pattern of development. The density of the scheme would be comparable to that of other industrial sites in the area, and therefore it is considered that the proposed intensification of the site would be appropriate to this setting.

Form, Materiality and Detailing

- 6.16 There is a variety of building types present in this locality, with evidence of dual pitched roofs, and asymmetric pitched roofs visible in the street-scene. As such, the new building would be constructed with a symmetric dual pitched roof form, taking into account the mixture of building typologies in the area. It is therefore considered that the proposed form of the building would be acceptable, and the new building would not appear out of keeping in the vicinity.
- 6.17 The main external material proposed to be utilised is a combination of brick finishes and metal cladding, for the walls and roofs of the buildings. This material is industrial in character, and as such would be appropriate to this setting. The addition of brick would suitably break-up views of this building from the street, whilst also providing an appropriately contemporary element to the appearance of this block.
- 6.18 Other features are intended to be incorporated into the site, include aluminium roller doors, glazed entrances and solar panels. These additions would be in keeping with the industrial character of the site and the surrounding area.

Landscaping

- 6.19 Additional soft landscaping is proposed to be planted on the eastern edge of the site, and these would enhance the appearance of the site and break up/soften the concrete, tar seal and iron. Within the site a large amount of hard surfacing (grey asphalt) is typical, however the indicated section of landscaping mentioned would be incorporated into the yard area. The large degree of hard surfacing is typical for industrial sites and is required to allow for the free flow of vehicles within the yard area. As such, the laying of the hard surfacing is considered acceptable. As mentioned

above the landscaping would provide a green element within the yard area, and this is supported. The planting of these trees will be secured via a condition.

Summary

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

Inclusive Design

- 6.21 London Plan Policy D5 explains that proposals should ensure the highest standards of accessible and inclusive design. Developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. In addition, DPD Policy DM2 requires that all new developments can be used safely, easily and with dignity by all.
- 6.22 The Design & Access Statement outlines that the development is a fully inclusive scheme. It is explained in this document that step free access is possible across the site, and the addition of lift cores will ensure step free access to all floors. Numerous wheelchair accessible WCs would be provided across the development. The scheme is considered to be an accessible and inclusive development, in accordance with the above-mentioned policies.

Impact on amenity

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

Impacts on Existing Businesses

- 6.25 There are numerous commercial premises present in the vicinity of the site. It is considered that the proposed light industrial and storage and distribution uses would integrate well with the other commercial premises in the area. The noise generated by the proposed uses would not be substantially different to that created by the other industrial uses, and therefore it is considered that the operation of businesses in the area would not be materially harmed by noise generation from the proposed development. The construction and demolition involved with the proposal will be temporary in nature and there is ample space on site for material, storage, vehicle storage and therefore it is anticipated that there the construction site can be managed appropriately with minimal disturbance.

Crossrail 2 Safeguarding

- 6.26 As already noted, the site is located within a Crossrail 2 Safeguarding Zone and as part of consultation, Crossrail 2 were given the opportunity to comment on the proposal, with no objection raised.
- 6.27 Planning Officers equally spoke with TFL about this Crossrail 2 Safeguarding issue at pre-application stage with equally no objections or concerns being raised.

Parking and Highway Safety

- 6.28 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan. London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary car parking. The maximum parking standards, outlined in Table T6.2 of the London Plan, should be applied to this proposal. The standards for non-residential disabled persons parking are identified in Table 10.6 of the London Plan.
- 6.29 Local Plan Policy SP7 outlines that the Council aims to tackle climate change, enhance environmental quality and improve transport safety by promoting public transport, walking and cycling. High trip generating developments should be located where public transport accessibility is high and car parking is minimised, in accordance with DPD Policy DM31.

Road layout & Access Arrangements

- 6.30 There are currently numerous private carriageways within the Bounds Green Industrial Estate. These roads are laid out in a 'loop system', which enables vehicles to enter and exit the estate without needing to make a turning manoeuvre. The footprint of the proposed building would extend over the carriageway in the south-western corner of the estate meaning that the 'loop' would be removed in this location.

- 6.31 The Transportation Officer has made comments that the proposal would not necessarily leave a positive impact on the vehicular movement especially for the parties occupying the buildings to the south, however it is accepted this is a private estate with private roads. It should be noted that the proposal has incorporated a pedestrian access to the west to allow access to the rear or southern properties by foot.
- 6.32 The alterations to the road layout would mean that delivery, servicing and emergency vehicles would have to turn to exit this part of the estate, particularly those vehicles accessing the units to the south. This would be manageable as the building to the complete south is the only one completely serviced from this route, where there are manoeuvring opportunities in the occupiers yard and or another option reversing out a small length to the small juncture east or north of South Way, which offers options for larger service/emergency vehicles leaving or accessing the site. As such, the proposal would create some limitations for the southern occupiers however the southern sites will still be fully operational post development on what as noted is private land and therefore the new arrangement/layout would be acceptable.

Trip Generation

- 6.33 As previously noted, the site has a PTAL of 2, which indicates that access to public transport is 'poor'. The submitted Transport Assessment estimates that approximately 77 daily trips would be associated with the new industrial units, being an increase of + 8 in total. This small uplift in trips is acknowledged, however this increase is minor in nature and would not result in a severe impact on the local highway network, in terms of traffic.

Car Parking

- 6.34 The submitted Transport Statement explains that number of car parks would be retained by moving them in front of the units. There would be a total of 29 parking spaces across the two sites (including 2 accessible parking bays). Zero additional car parking spaces would be provided for visitors and deliveries. This level of car parking is significantly below the maximum car parking standards, in accordance with London Plan Policy T6.
- 6.35 The Council's Transportation Team have considered this quantity of parking provision, and have not objected to the development on this basis. It is considered that this reduced level of parking would support a shift to more sustainable travel for those working at the facilities and occupying the new units. Additionally, with the intended uses being mainly B2/B8 these units would not typically demand a huge amount persons opposed to the likes of office space. The proposed car parking provision is considered appropriate for the development.
- 6.36 A total of 4 accessible car parking spaces would be provided within the yard area. This level of accessible car parking would meet the requirements of Table 10.6 of the London Plan, which requires 5% of all parking spaces to be designated as disabled persons parking bays.

Cycle Parking

- 6.37 The submitted Transport Statement explains that 8 long stay cycle parks would be supplied to share between the proposed development with 2 per unit. This level of cycle parking provision complies with the London Plan requirements. Noting this, a condition will be imposed requiring further details of the proposed cycle storage facilities.

Access Arrangements

- 6.38 There are currently two accesses from Ring Way into the site. The Transport Statement outlines that it is proposed to retain one of these existing accesses. The Transportation Team are content with this as this is a private way and the applicant wishes to retain foot access to the west.

Delivery & Servicing

- 6.39 All delivery and services are proposed to take place within the yard area. Vehicles would access the site from Bounds Green Road, before entering Ring Way. Following this, vehicles would leave the site the same way as they entered. This arrangement would enable vehicles to access and leave the site all in forward gear. Such movements are considered appropriate and would allow the free flow of delivery and service vehicles through the site.
- 6.40 The Transportation Team has questioned the dimensions of the internal route through the site, with concerns being raised about possible manoeuvring implications for vehicles accessing the southern units. A swept path analysis has however been provided by the applicant and this is shown in figure 6. This demonstrates that large vehicles would be capable of moving through the site.

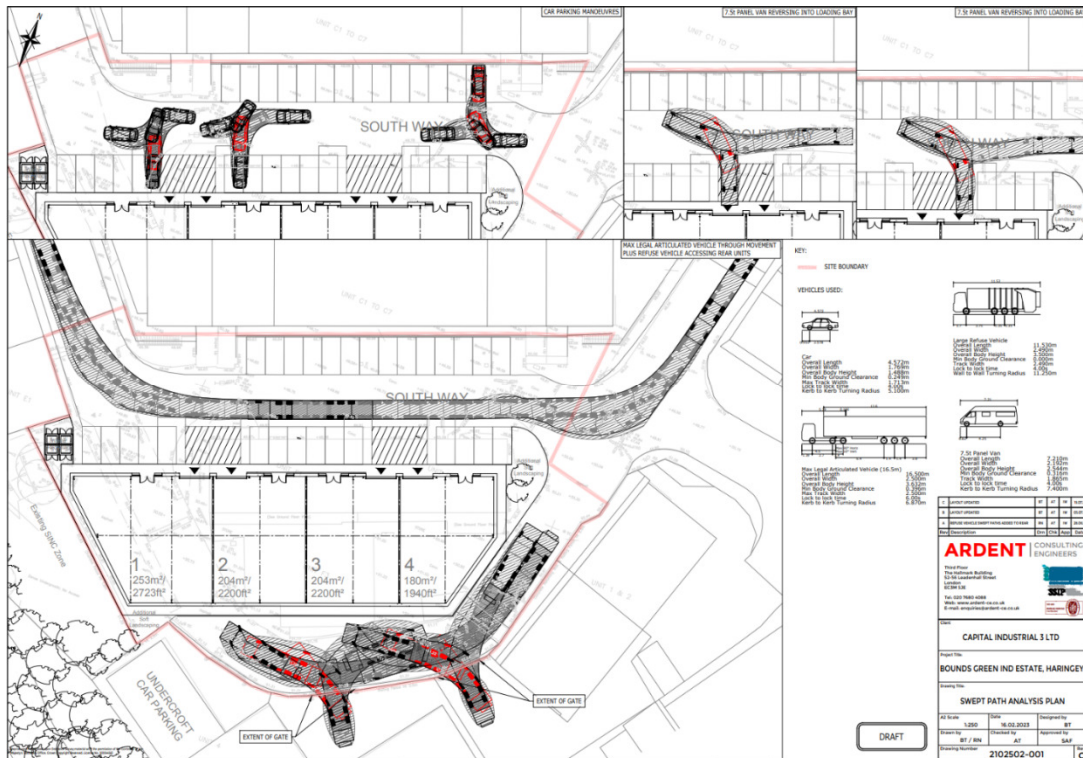


Figure 1: Swept Path for Lorry

Construction Phase

- 6.41 A comprehensive draft Construction Logistics Plans has been provided as part of the Transport Statement. The Transportation Team are generally content with this, and the final Construction Logistics Plan will be secured via condition.

Energy and Climate Change

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

Carbon Reduction

- 6.44 The applicant has submitted an Energy Statement in support of this application, and this has been reviewed by the Council's Climate Change Officer. Photovoltaic panels are proposed to be incorporated into the proposed roofs of the block, and high thermal standards are intended for the building fabric.

- 6.45 The overall predicted reduction in carbon dioxide emissions is 111%, and this is supported by the Council's Climate Change Officer. This is inclusive of a 93% reduction at the 'Be Lean' stage, thereby surpassing the 15% requirement for non-residential developments; and a further 111% through the implementation of 29.35 kWp of PV. As the development benefits from a generous amount of roofspace, it is currently proposed to utilise Solar PV to reduce the carbon and energy requirements in operation. It is proposed that 29.35 kWp of PV will be installed. A carbon offset contribution is not required to achieve 'zero carbon'.

Overheating

- 6.46 A Ventilation and Overheating Strategy has been provided with this application. This document explains that all of the units tested pass the overheating requirements, and the Council's Climate Change Officer confirms that overall the overheating strategy is considered acceptable. A condition is required to be attached to secure measures that would reduce the risk of overheating. Subject to this, the proposal would not be at risk of overheating, and would accord with the previously mentioned policies.

Ecology and Biodiversity

- 6.47 London Plan Policy G6 and Local Plan Policy SP13 explain that proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. In addition, proposals on sites which are, or are adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation (SINCs) or Ecological Corridors, should protect and enhance nature conservation value, in accordance with DPD Policy DM19.
- 6.48 The land is not designated for nature conservation however there is a small portion on the western boundary which falls within the SINC designation and therefore an ecological report has been submitted as part of the application. This portion is a flow over from the adjacent land including the Muswell Hill Golf Club. The submitted Ecological Assessment outlines that there is a moderate to low risk of impacting wildlife and certain measures should be implemented to mitigate these measures. The works will not harm the local ecology as the works will be constructing on existing hard surface.
- 6.49 London Plan Policy G5 outlines that major developments should contribute to the greening of London by including urban greening as a fundamental element of the site and building design. The Mayor recommends that an urban greening factor of 0.3 should be achieved for commercial development.
- 6.50 The planned development is expected to cause the loss of a small proportion of modified grassland and sealed areas for the creation of two shrub beds (totalling 68m²). Species identified in the landscape plan are predominantly native and are of pollen and nectar rich species: heather *Calluna vulgaris*, broom *Cytisus scoparius*, bell heather *Erica cinerea*, gorse *Ulex europaeus* and lavender *Lavandula* sp. The shrub

bed to the east is also to be planted with two trees: silver birch *Betula pendula* and wild cherry *Prunus avium*.

- 6.51 The current proposal achieves necessary biodiversity mitigation and remediation for its ecological impacts through the development of these shrub beds and due to the low ecological value of the current site. The Biodiversity Net Gain of the proposed development will satisfy 10% targets. However, it is important to underline that these gains are merely relative. In this instance, it is considered that the failure to achieve the London Plan's UGF targets would be outweighed by the highlighted ecological and landscaping benefits of the scheme. Therefore, from an ecological and landscaping perspective the proposal is viewed to be acceptable.

Waste and Recycling

- 6.52 London Plan Policies SI7 and SI8 indicate the Mayor's support for waste reduction, resource conservation, recycling and material re-use. In addition, Local Plan Policy SP6 and DPD Policy DM4 require development proposals to make suitable provision for waste storage and recycling storage, as well as collection.
- 6.53 The Design & Access Statement notes that the refuse and recycling storage would be located in the north-western corner of the site. Refuse and Recycling would be collected as per the existing arrangements, the scale of the units have not changed drastically nor would the uses. As such, the proposed refuse and recycling strategy is considered to accord with the relevant policies.

Land Contamination

- 6.54 DPD Policy DM23 outlines that new developments will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed, in order to make the development safe.
- 6.55 The Council's Pollution Officer has reviewed the provided documentation, and has not objected to the proposal. The Pollution Officer recommends that conditions are attached to any approval requiring further site investigation. These conditions are included within the recommendation of this report. Subject to these conditions, it is considered that the proposed development would comply with the relevant policies.

Conclusion

- 6.56 There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, which forms part of a Locally Significant Industrial Site. The scheme would deliver high quality commercial space, an increased density of employment uses, new jobs and a range of unit sizes. These outcomes comply with the relevant planning policies along with aligning with the Council's wider economic strategy for the Borough.

- 6.57 The development would be of a high standard of design, which would respect the character and appearance of the site, the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.
- 6.58 The operation of nearby businesses would not be compromised, and the living conditions of residential properties would also not be harmed.
- 6.59 The development would promote the use of sustainable transport. Sufficient car and cycle parking would be provided to ensure that sustainable travel would be prioritised. The arrangements for access, servicing and deliveries are appropriate, and would not harm highway safety.
- 6.60 The scheme has been designed to include a number of sustainability measures, delivering an 110% reduction in carbon emissions.
- 6.61 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. CIL

- 3.1. Based on the information given on the plans, the Mayoral CIL charge will be £3,740.58 (54s.qm x 69.27) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

8 RECOMMENDATION

GRANT PERMISSION subject to conditions subject to conditions

Conditions

Three Year Time Limit

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

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

Approved Plans

2. 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.

Use Restriction

3. The units/space shall be restricted to industrial use (Class B2) ,(Class B8) & (Class EG(iii)) uses only, and shall not be used for any other purpose within the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that an appropriate type of development is provided in connection with this designated employment site, in accordance with Policy SP8 of the Haringey Local Plan 2017.

Samples of Materials

4. Prior to commencement of above ground construction works, the following details and materials in relation to the new buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority:
 - a) Samples and manufacturer's details of all materials to be used in the external surfaces of the new buildings, including: masonry, cladding, roofing material, cement panels and window frames.
 - b) Detailed drawings at a scale of 1:20 or 1:10 of: doors, windows, roller shutter doors, external stairs, walkways (including their columns, decks and balustrades), building corners, roof eaves, ridges and parapets.The development shall thereafter be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity, consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Landscaping and tree planting

4. The identified areas for landscaping and tree planting as shown in drawing 4092_PL10C shall be landscaped/ planted accordingly in the first planting season after completion of the works hereby approved or before the completion of the works, with any plant(s) that dies, is removed or becomes damaged or diseased within a period of five years from planting, being replaced and maintained thereafter.

Reason: In order to maintain a suitable setting for this house and in the interests of visual amenity and preserving the character and appearance of the Conservation Area, consistent with Policies G7 and HC1 of the London Plan 2021, Policies SP11 and SP12 of the Haringey Local Plan 2017 and Policies DM1, DM9 and DM34 of The Development Management DPD 2017.

Construction Logistics Plan and Construction and Environmental Management

5. Notwithstanding the details submitted with the application, a final Construction Logistics Plan and Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and shall include details and arrangements regarding:
 - a) A programme of works (including measures for traffic management);
 - b) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period;
 - c) Details regarding the planned demolition and construction vehicle routes and access to the site;
 - d) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;
 - e) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - f) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday only, and not at all on Saturdays, Sundays or Bank Holidays.)
 - g) Details of any proposed external illumination and/or floodlighting during construction;
 - h) Details of measures taken to prevent noise disturbance to surrounding residents;
 - i) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration)
 - j) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and
 - k) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.
 - l) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration. An inventory of all Non-Road Mobile Machinery (NRMM) must be registered on the NRMM register <https://nrmm.london/user-nrmm/register> prior to the commencement of use of any NRMM at the application site. All NRMM should meet as minimum the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIA equipment is not available. All NRMM

should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

The approved details shall thereafter be implemented accordingly and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Contamination

6. Before development commences other than for investigative work:
 - a. Using the information already submitted in the Phase II Ground Investigation Report (reference R-GI-23675-01-02, Revision 02, prepared by JPP Geotechnical & Environmental Ltd, dated: December 2021), chemical analyses on samples of the near surface soil, in order to determine whether any contaminants are present in the un-investigated part of the site and to provide an assessment of classification for waste disposal purposes, shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
 - b. Prior to the remediation being carried out on site, the risk assessment and refined Conceptual Model, along with the site investigation report, shall be submitted to and approved in writing by the Local Planning Authority.
 - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
 - d. 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, in accordance with Policy DM23 of The Development Management DPD 2017.

Unexpected Contamination

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously

unidentified contamination sources, in accordance with Policy DM23 of The Development Management DPD 2017.

Energy Report

8. The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement prepared by Focus-Consultants (dated August 23 REV 2) delivering a minimum 111% improvement on carbon emissions over 2021 Building Regulations Part L, based on an 15% reduction at the 'Be Lean' stage and a further 93% through the implementation of 29.35 kWp of PV.

Prior to above ground construction further details of the PV arrays shall be submitted to and approved by the Local Planning Authority, to include detail such as:

- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan Policy SP4 and DM22.

BREEAM Certificate

9. Prior to commencement of development, a design stage accreditation certificate(s) for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with Policies SI2, SI3 and SI4 of the London Plan 2021 and Policy SP4 of the Haringey Local Plan 2017

Cycle Parking

10. Prior to the first occupation of the development, details of the location and type of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 8 cycle parking spaces for users of the development and existing

Florentia Clothing Village, 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 Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

Internal Route Safety Measures

11. Prior to first occupation of the development, full details of the safety measures in place within the site to limit the possibility of conflict between vehicles and pedestrians shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:
- a) the location and appearance of painted pedestrian routes;
 - b) the location and type of speed limit signage; and
 - c) any other safety measures.

These measures shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a safe development and to reduce the risk of a conflict between vehicles and pedestrians.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

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 or Bank Holidays.

INFORMATIVE: Numbering

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 3472) to arrange for the allocation of a suitable addresses.

INFORMATIVE: Asbestos

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.

INFORMATIVE : Signage & Advertisement Consent

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

Advertisements) Regulations 2007.

INFORMATIVE: Thames Water

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

INFORMATIVE: Designing Out Crime Officer

The applicant must seek the continual advice of the Metropolitan Police Service (MPS) Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £3,740.58 (54s.qm x 69.27) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.