

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2005/0711

Ward: White Hart Lane

Date received: 22/04/2005

Last amended date: N/A

Drawing number of plans: Site Plan

Address: Coles Park Playing Fields White Hart Lane N17

Proposal: Continuation of use of car park as a market selling new and second hand goods on Saturdays and Sundays only between 0700 and 1300 hours.

Existing Use: Car park to sports ground **Proposed Use:** Saturday & Sunday Market

Applicant: Haringey Borough F.C.

Ownership: Private

PLANNING DESIGNATIONS

Road - Classified
Area of Community Regeneration
EVS - Local Importance

Officer Contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

GRANT TEMPORARY PERMISSION subject to conditions.

SITE AND SURROUNDINGS

The proposal site comprises of the car park to Haringey Borough Football Club. The site is surrounded by residential properties along Rivulet Road, Fenton Road and White Hart Lane. It lies opposite 'Bridisco' Offices and adjacent to the allotment gardens on White Hart Lane. Access is from White Hart Lane.

PLANNING HISTORY

The planning history on the site dates from 1972.
Use as Sunday morning open market 9am - 2pm – Refused 3/11/1987

Use as Sunday Market with 50 stalls and ancillary parking – Refused
23/11/1987

DETAILS OF PROPOSAL

The proposed market is located on the car park of the Haringey Borough FC on White Hart Lane. The proposed opening times would be 7.00 am to 1.00pm on Saturdays and Sundays only. Access is from White Hart Lane.

CONSULTATION

Internal

Transportation Group
Noise & Pollution
Ward Councillors

Local residents

100 - 158, 106a, 108a Rivulet Road
1-67 Fenton Road
339, 341, 343 White Hart Lane

RESPONSES

Transportation Group – ‘Our interrogation with TRAVL trip prediction software revealed that, based on a similar London site (Fulham Palace Garden Centre), a development of this magnitude would generate a traffic inflow and outflow of some 70 and 49 vehicles respectively in the peak hour. It is also forecast that this development would require some 42 car parking spaces at its peak parking demand period (1100hrs to 1130hrs). However, based on our site visit conducted on the 23/05/2005, there is concern with parking on Sundays because although the surrounding area can accommodate the parking requirement associated with this development proposal, it is possible that some vehicles would park close to the junction at the point where the width of the carriageway is restricted, hence impeding vehicular movements especially that of buses. Nevertheless this can be avoided by proper control and monitoring like the use of parking supervisors during the operational hours of the market.

Although this development proposal falls within an area with a low public transport accessibility level, the W3 bus on the adjoining carriageway with a bus stop within 15metres of the site entrance provides up to 8 buses per hour on Saturdays and 6 buses per hour on Sundays. In addition, the bus corridor, Great Cambridge Road, offering some 22 buses an hour from Monday to Saturday and 16 buses hourly on Sundays, is only 300metres walking distance away from the site. There is also a controlled parking in this area operating Monday to Saturday from 8am to 6.30pm. Furthermore, this site location has not been identified in the Council's SPG as an area

with parking problems and the applicant has proposed 40 and 170 car parking spaces respectively on Saturdays and Sundays. Consequently the highways and transportation authority would not object to this application provided that:

(1) The market operates on Saturdays and Sundays only between 0700hours and 1300hours.

Reason: In order to minimise the traffic impact of this development on the adjoining highway network.

(2) The applicant provides the proposed 40 and 170 off-street car parking spaces respectively for Saturdays and Sundays.

Reason: In order to minimise the traffic impact of this development on the adjoining highway network.

(3) The applicant erects and lines up traffic cones, stretching 150m east and west of the site access junction (300metres length total) and on both sides of this stretch of White Hart Lane, to restrict parking around this narrow section. The applicant must also remove these cones at the close of the day's business.

Reason: In order to ensure the free-flow of traffic, especially bus movement.

(4) Parking supervisors must be appointed to enforce this impromptu parking restrictions around the site access.

Reason: In order to ensure the free-flow of traffic, especially bus movement.

(5) The permission is given for a period of one year and that the Council reserves the right to ask the applicant to stop this operation should any matter of grave concern arises (eg persistent obstruction to the free-flow of traffic along White Hart Lane, particularly bus movement) due to the use of this car park as a market.

Reason: In order to ensure the free-flow of traffic, especially bus movement.

None from local residents /businesses or Ward Councillors.

RELEVANT PLANNING POLICY

STC 2.2 'A1 Uses Street Markets' - Set out the criteria for street markets.

RIM 3.2 'Pollution & Nuisance From New Development' - Seeks to protect or enhance the amenities of the area.

TSP 7.1 'Parking For Development' - Deals with parking requirements in relation to new development.

DES 1.9 'Privacy and Amenity of Neighbours' - This policy seeks to protect the reasonable amenity of neighbours.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The proposal was previously reported to Planning Application Sub Committee on 25 July 2005 and was deferred for reasons relating to clarification on days of operation, car parking and issues on traffic management. These issues have now been resolved and as such the application is resubmitted for consideration.

Haringey Borough FC has submitted the application in association with Countryside Promotions. The company already runs two markets in the Borough namely New River on Fridays and Tottenham High Road Sports Centre on Thursdays & Fridays. The application is retrospective as the market has been running since January 2005, the main issues to be address are: the principle of the use, impact of the proposal on existing occupiers in terms of amenity, traffic congestion & parking and refuse collection.

The main issues in determining this proposal are

- The principle of the use
- Impact on amenity
- Traffic Impact

THE PRINCIPLE OF MARKET USE ON THE SITE

Although the proposed market would be operated within the football grounds, the stalls will be located on the hard ground of the car park area and the use of the site for leisure activities will continue. The use of the site for football related activities will continue and the market use would be temporary and within a limited time. As such it is considered that the proposal would not undermine the existing use of the site for leisure activities. The use of the site for a market has been refused on 3 November 1987 and 23 November 1987 on grounds of excessive traffic generation, inadequate provision of on-site parking and amenity impact due to noise from the operation of the market. However, the current proposal would have not more than 80 stalls and would provide 40 and 170 off – street car parking spaces on Saturdays and Sundays respectively. As such it is considered that the use of the site for a market on Saturdays and Sundays would be acceptable and unlikely to cause significant harm to existing occupiers and the local area in general.

IMPACT ON AMENITY OF EXISTING OCCUPIERS

Policy STC 2.2 states: ' Council will consider proposals for a street markets on their own merits', on grounds of residential amenity impact, traffic issues, refuse disposal etc. The proposed car boot sale/market would operate on Saturdays and Sundays only, between the hours of 0700 and 1300. The number of stalls/pitches proposed is no more than 80. Unloading and loading will take place within the site and 40 and 170 off -street parking spaces for

visitors are provided for the use. The company has also organised four 1100 litre wheely bins for waste disposal and 4 attendants to clear the rubbish on the site and in the vicinity after closing. The company would also provide two porta-loos on site with facilities for people with disabilities.

It is considered that the car boot sale/ market would not cause significant harm to the immediate locality in that, it is on Saturdays and Sundays (part of the day only). Furthermore the proposal includes adequate arrangements for, servicing, storage and disposal of refuse. Accordingly the proposal is considered to meet guidelines set out in the following policies: STC 2.2, RIM 3.2 & DES 1.9. However, it is considered that approval should be granted on temporary basis to allow the Council to assess and review the impact of the use.

TRAFFIC IMPACT

The applicant would provide 40 and 170 car parking spaces on Saturdays and Sundays respectively. The provision of 40 car parking spaces on Saturdays is considered to be adequate, because there are parking restrictions in operation and also in general there are more visitors to the site on Sundays. The applicant also proposes measures to manage the traffic so as to ensure that there are no obstructions to the roads, bus stops and businesses in the vicinity. Conditions have been attached to this report to ensure that, these measures are followed. Transportation Group has agreed to the proposal subject to conditions that it is on Saturdays and Sundays only, between the hours of 7am and 1pm. That the applicant provides 40 and 170 off-street car parking spaces etc.

SUMMARY AND CONCLUSION

It is considered that the proposed car boot sale/ market would not cause significant harm to the immediate locality or the general environment in that the use would operate on part of Saturdays and Sundays only and the proposal includes 40 and 170 car parking spaces provision, adequate arrangements for servicing, storage and disposal of refuse. Accordingly the proposal is considered to be in line with STC 2.2 A1 'Uses Street Markets', TSP 7.1 'Parking for Development', DES 1.9 'Privacy and Amenity of Neighbours' and RIM 3.2 'Pollution and Nuisance from new Development'.

However, it would be necessary to grant temporary permission to monitor and review the use.

RECOMMENDATION

GRANT TEMPORARY PERMISSION

Registered No. HGY/2005/0711

Applicant's Site Plan

Subject to the following conditions:

1. That this permission shall be for a limited period expiring on 23 January 2007 when the use hereby approved shall be discontinued and determined and the land reinstated to the satisfaction of the Local Planning Authority.
Reason: In order to enable the Local Planning Authority to review and assess the use following experience after a period of operation.
2. The use hereby permitted shall only be operated on Saturdays and Sundays only and shall not be operated before 0700 or after 1300 hours.
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.
3. That a detailed scheme for the provision of refuse, waste storage and recycling shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use. Such a scheme as approved shall be implemented and temporarily retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
4. Vehicles may arrive, depart, be loaded or unloaded within the general area of the application site only between 0700 hours and 1400 hours on Saturdays and Sundays.
Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
5. Provision shall be made for parking of 40 and 170 vehicles, respectively for Saturdays and Sundays, visiting the site. The use hereby permitted shall not be brought into effect until such provision has been made.
Reason: In order to enable vehicles using the site to stand clear of the highway in the interests of road safety.
6. That the applicant erects and lines up traffic cones, stretching 150m east and west of the site access junction and on both sides of this stretch of White Hart Lane. The applicant must remove the cones at close of business on each Saturday and Sunday the use is operated.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

7. That Parking Supervisors must be appointed to enforce the parking restrictions around the site access.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

8. That not more than 80 stalls shall operate on the site

Reason: In order to limit the total number of stalls in the interest of amenity impact in the locality.

REASONS FOR APPROVAL

It is considered that the proposed car boot sale/ market would not cause undue harm to the immediate locality or the general environment in that the use would operate on part of Saturdays and Sundays only and the proposal includes adequate arrangements for servicing, storage and disposal of refuse. Accordingly the proposal is considered to be in line with Haringey Unitary Development Plan Policies STC 2.2 A1 'Uses Street Markets', TSP 7.1 'Parking for Development', DES 1.9 'Privacy and Amenity of Neighbours' CSF 1.1 'Provision of Community Facilities' and RIM 3.2 'Pollution and Nuisance from new Development' of the Haringey Unitary Development Plan. It is therefore recommended that temporary permission be granted to allow Council to monitor and review use.