

## REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

**Reference No:** HGY/2009/1976

**Ward:** Northumberland Park

**Date received:** 19/11/2009

**Last amended date:** 25/01/2010

**Drawing number of plans:** CGP/835-01, 02, 03, 04A, 05B, 06A, 07B, 08A & 09

**Address:** 39 - 43 Garman Road N17

**Proposal:** Demolition of existing storage facility to rear of site and redevelopment of site comprising new storage building and erection of an additional floor to create first floor level office space fronting Garman Road

**Existing Use:** Warehouse and Associated Office Space

**Proposed Use:** Warehouse and Associated Office Space

**Applicant:** Mr John Cunningham - C&G Plastering

**Ownership:** Private

### PLANNING DESIGNATIONS

Road Network: B Road  
Defined Employment Area  
Archeological Imp

**Officer Contact:** Michelle Bradshaw

### RECOMMENDATION

GRANT PERMISSION subject to conditions and Environment Agency formal comments

### SITE AND SURROUNDINGS

The proposal property is a single storey 1940's brick-built warehouse located on the eastern side of Garman Road, just south of Sedge Road. The existing building has a gross floor area of 1636m<sup>2</sup> and consists of offices facing Garman Road and warehouse area to the rear. The building is occupied by a specialist construction company. The site is within a Defined Employment Location – Industrial Location.

## **PLANNING HISTORY**

Planning HGY/1993/0285 REF 27-04-93 39-43 Garman Road Tottenham London - Display of 1 x 96 sheet advertisement hoarding.

Planning HGY/2001/1233 GTD 23-10-01 39-43 Garman Road Tottenham London Erection of two storey rear extension to existing building for use as storage and ancillary office.

Planning OLD/1949/0203 GTD 15-06-49 39-43 Garman Road - Erection and use of a Nissen Hut for the storage of fabrics for export.

Planning OLD/1949/0205 GTD 12-10-49 39-43 Garman Road - Erection and use of a Nissen Hut for the storage of ladies underwear.

Planning OLD/1952/0165 GTD 26-11-52 39-43 Garman Road Retention and continuation of use of Nissen Huts for storage purposes.

Planning OLD/1977/0335 GTD 28-07-77 39-43 Garman Road 20/6/77 Use of premises as warehousing and offices with ancillary industrial use to a very limited extent.

## **DETAILS OF PROPOSAL**

This application seeks planning permission to demolish the existing storage facility to rear of the site and redevelopment of site comprising new storage building and erection of an additional floor providing office accommodation fronting Garman Road. The existing industrial building is inefficient and requires upgrading both to be more energy efficient, to provide a more comfortable work environment and to provide modern office accommodation and modern, safer warehouse facilities, the latter in terms of unrestricted height (currently only single storey) for the storage of plant and equipment related to the business.

The proposal is to retain the front brick ground floor office space and construct a new first floor office above. The proposal also includes demolishing and replacing the warehouse area to the rear with a warehouse of an equivalent floor area but with greater floor to ceiling heights and constructed to modern standards with contemporary materials. The existing floor area is 1636m<sup>2</sup> and the proposed floor area would be 1845m<sup>2</sup>. The net increase in floor area relates to the new first floor office accommodation (approximately 200m<sup>2</sup>) facing Garman Road.

The existing lean-to structures shall be removed to tidy up the site and provide additional off-street parking facilities, including disable parking spaces. The existing site has space for 4 off-street parking bays. The proposed development will have space for 12 off-street parking bays.

## CONSULTATION

Haringey Building Control  
Haringey Transportation Team  
Haringey Waste Management

Ward Councillors  
Unit B1, B2 39 – 43 Garman Road, N17  
45 – 49 Garman Road, N17  
33 – 37 Garman Road, N17

## RESPONSES

### The Environment Agency

The Environment Agency has been consulted and while they have raised no objection to the development in principle we are still awaiting formal comments regarding Flood Risk. It is anticipated that comments will be received prior to the committee and this can be reported verbally to the Planning Committee on the night of 2<sup>nd</sup> February.

### English Heritage

The present proposals are not considered to have an affect on any significant archaeological remains.

### Haringey Building Control

The access for fire fighting vehicles is considered acceptable for the above development. The means of escape and other fire safety issues will be dealt with on receipt of a formal Building Regulations application.

### Haringey Transportation Team

The application site is located within the Leaside Industrial Estate in a location with a low PTAL level of 1. The proposals include an increase in car parking spaces from the current 4 to 12. However, the lack of turning area would make the new parking arrangements impractical. Therefore, the application will need to be amended to provide an arrangement where vehicles are able to enter and leave the site in a forward gear.

Subject to the above amendments there are no principle highway and transportation objections to the proposals.  
Additional comments: 21/01/2010

Although the parking arrangement remains a concern, I understand that the parking layout as detailed in the proposed plans reflect the current arrangement. The highway and transportation authority would still wish to see the provision of a dedicated turning area to allow vehicles to egress from the site safely.

However, as the parking arrangements are currently in place, should the application be refused and go to appeal an objection on these grounds could not be justified.

Therefore, there are no objections to this application on highway and transportation grounds.

Ward Councillor – Cllr Bevan

Oppose the application – This building consists of number 39 – 49, the application refers to changes to one half of it, number 39 – 43. I am aware that this location is quite run down but this building was originally designed and built with some careful design/architectural interest/features. Probably the only such building in this industrial area. To allow alterations which will destroy the uniformity of this complete building would in my opinion be considered vandalism, even more so as an additional floor fronting Garman Road is proposed on 39 – 43. I am requesting that if approval is being considered that this application be taken to the full planning committee.

## **RELEVANT PLANNING POLICY**

### National Planning Guidance

PPS1            Delivering Sustainable Development (2005)

### Regional Planning Policy

The London Plan

### Haringey Unitary Development Plan (2006)

UD2            Sustainable Design and Construction  
UD3            General Principles  
UD4            Quality Design  
UD7            Waste Storage  
ENV1          Flood Protection: Protection of the Floodplain and Urban Washlands  
M10            Parking for Development  
EMP2          Defined Employment Areas – Industrial Locations

### Haringey Supplementary Planning Guidance (October 2006)

SPG1a          Design Guidance  
SPG7a          Vehicle and Pedestrian Movement  
SPG8a          Waste and Recycling  
SPG8b          Materials

## **National Planning Policies**

### PPS1 – Delivering Sustainable Communities

PPS1 provides an overview and general statement of the Government's objectives for the planning system. PPS1 is fully committed to achieving the aims of sustainable development. It indicates that Planning should facilitate and promote sustainable patterns of urban development by making suitable land available for development in line with economic, social and environmental objectives.

## **Regional Planning Policies**

### The London Plan (2008)

The Development Plan for the area comprises the London Plan Consolidated with Alterations since 2004 (February 2008). The London Plan is a material consideration for local authorities when determining planning applications and reviewing their Unitary Development Plans.

## **Local Planning Policies**

### Haringey Unitary Development Plan (2006)

Haringey Council adopted its Unitary Development Plan in 2006. The policies within this document have been "saved" by the Government Office for London (GoL), under the 2004 Planning and Compulsory Purchase Act 2004, for up to 3 years (from 27<sup>th</sup> September 2007). Also adopted with the UDP in 2006, were Supplementary Planning Guidance documents (SPG's) and in 2008 SPD Housing.

## **ANALYSIS/ASSESSMENT OF THE APPLICATION**

The main issues in this case derive from the re-development of the site, design and materials, access and parking and flood risk.

The following issues will be discussed in the assessment report below:

1. The Principle of the redevelopment of the site
2. Design and Materials
3. Access and Parking
4. Waste Management
5. Flood Risk

### The Principle of the Redevelopment of the Site

The application site is used as a warehouse for a specialist construction company who have occupied the premises since 1987. The site also contains ancillary office space associated with the main business. The site, being located within a Defined Employment Area (Industrial Location), will remain in use as an

employment site for the existing business but with upgraded facilities to provide a more comfortable, modern and safe work and office environment. Since the use of the site will not change and will remain in employment use, the principle of redevelopment is considered acceptable provided the proposal meets all other relevant planning policy, including design, materials, access and parking, discussed in detail below. The scheme is in accordance with policy EMP2 'Defined Employment Locations – Industrial Locations'.

### Design and Materials

The proposal is to retain the front brick ground floor office and construct a new first floor office above. The proposal also includes demolishing and replacing the warehouse area to the rear with a warehouse of an equivalent floor area but with greater floor to ceiling heights and constructed to modern standards with contemporary materials. The existing industrial building is inefficient and requires upgrading both to be more energy efficient, to provide a more comfortable and modern office environment and to provide safer warehouse facilities, the latter in terms of unrestricted height (currently only single storey) for the storage of plant and equipment related to the business.

The existing floor area is 1636m<sup>2</sup> and the proposed floor area would be 1845m<sup>2</sup>. The net increase in floor area relates to the new first floor office accommodation facing Garman Road. Given the extension will cover the same footprint as the existing building and be just one story higher than the existing building it is not considered to result in any adverse impact on the amenity of nearby occupants due to overshadowing. Given the industrial nature of the surrounding uses there will be no issues of detrimental overlooking as a result of the development. As such, the proposal is considered to comply with policy UD3 'General Principles'.

The original building, built in the 1940s, comprises a single storey, single skin brick built office façade, iron framed warehouse to the rear with a clear height of just over 3m. The structure is clad with asbestos corrugated sheeting and incorporates the original glazed skylights to the inner slopes. Refurbishment could assist in the issues related to thermal insulation however would not overcome the current internal warehouse height which is inadequate for the current business purposes. As such, a rebuild to the rear is deemed to be necessary.

During the consultation period, one objection was received from Cllr John Bevan who is concerned that the proposal would 'destroy the uniformity of this complete building' as only on part of the warehouse i.e. 39 – 43 forms part of this application and the other part 45 – 49 Garman Road would at present remain undeveloped. This however is not considered adequate reason to refuse this application alone and should an application for the extension of the other part of the site be submitted the design of this scheme would inform the design of the later. Furthermore, the design of the front elevation has been amended which improves the integration of the extension with the original building as discussed below.

The development has been designed to be sympathetic to the design of the original building taking key architectural elements and materials from the existing building as the basis for the first floor extension. Furthermore, amendments to the first floor windows were requested to reflect the proportions and style of the ground floor (Plan CGP/835-05 REV B and 07 REV B). The alterations to the design of the front elevation are considered to provide an attractive frontage distinct to but in keeping with the character of the original building.

In terms of materials the existing brick faced ground floor construction will remain. Any new infill brickwork will match the existing. The new upper floor office accommodation is to be constructed of coloured acrylic render to reflect the existing render elements on the ground floor. A condition of consent will require full details of materials including windows and colours to be submitted to and approved by the local planning authority to ensure the final design and finish is appropriate. Overall the proposal is considered to be in line with policy UD2 'Sustainable Design and Construction', UD4 'Quality Design' SPG1a 'Design Guidance' and SPG8b 'Materials' of the Haringey Unitary Development Plan (2006) and Haringey Supplementary Planning Guidance (October 2006).

#### Access and Parking

The existing lean-to structures shall be removed to tidy up the site and provide additional off-street parking facilities, including disabled parking spaces. The existing site has space for 4 off-street parking bays. The proposed development will have space for 12 off-street parking bays. Haringey Transportation Team have been consulted and support the increase in on-site parking. The existing parking arrangements on the site does not allow all vehicles to exit in a forward gear. This is common in older industrial estates. While it would be ideal to improve this scenario, given this has been the situation historically, Haringey Transportation Team concede this issue could not be justified as a reason for refusal at appeal. Furthermore, Garman Road is a low trafficked area and as such vehicle/pedestrian conflicts are a low probability. Overall, given the increased number of on site parking spaces the overall access and parking provision is deemed to be an improvement and in line with the intent of policy M10 'Parking for Development' and SPG7a 'Vehicle and Pedestrian Movements'.

#### Waste Management

The application is supported by a Waste Management plan. The development, given the net floor area will only increase by some 200m<sup>2</sup>, will not result in any significant intensification of the use and therefore waste creation. Besides general office waste the main waste includes the occasional bag of plaster or specialist render. The plans show waste receptacles located to the southern elevation of the building and consist of 1 x 4 yard skip for inert recycling (plaster etc), 1 x 1100 L cardboard and paper recycling and 2 x 120 L bins for cans and glass bottles. Haringey Waste Management Team do not provide comments on industrial schemes as it is up to the company to enlist private contractors to remove waste/recycling from the site. The waste management plan is considered acceptable. It may be a condition of consent that the waste storage area be

screened to improve the amenity of the locality. Overall the scheme is considered to be acceptable, in line with policy UD7 'Waste Storage' and SPG8a 'Waste and Recycling'.

### Flood Risk

The site lies to the west of Pymmes Brook and the River Lee and as such is in Flood Zone 2. It is 330m from Flood Zone 3 and given this distance would not be subject to flooding with a probability of 1%. The Flood risk Assessment concludes that a safe dry access can be provided at all times and the proposed development will not have any adverse impact on the flood plain. It will not result in the loss of any flood storage volumes or present any additional restriction to flood waters, given the foot print of the building will not increase. The development proposal will not increase the run-off from the site, thus ensuring the risk of flooding elsewhere is not increased. Overall the scheme is considered to comply with policy ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands'.

The Environment Agency has been consulted and while they have raised no objection to the development in principle we are still awaiting formal comments regarding Flood Risk. It is anticipated that comments will be received prior to the committee and this can be reported verbally to the Planning Committee on the night of 2<sup>nd</sup> February.

### **SUMMARY AND CONCLUSION**

The proposed extension and modernisation of the industrial site at Garman Road is considered to be acceptable in principle and acceptable in terms of design and materials, access and parking, waste management and flood risk. The development has been assessed against and found to comply with policy UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design' UD7 'Waste Storage', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', M10 'Parking for Development' and EMP2 'Defined Employment Areas – Industrial Locations' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling' and SPG8b 'Materials' of the Haringey Supplementary Planning Guidance (October 2006). On this basis it is recommended that that application be GRANTED planning permission, subject to conditions and formal comments from the Environment Agency.

### **RECOMMENDATION**

GRANT PERMISSION subject to conditions and Environment Agency formal comments

Registered No: HGY/2009/1976

Applicant's drawing No's: CGP/835-01, 02, 03, 04A, 05B, 06A, 07B, 08A, 09



Subject to the following conditions:

#### EXPIRATION TIME

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.

#### IN ACCORDANCE WITH PLANS

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

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

#### MATERIALS

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

#### WASTE STORAGE

4. A scheme for the screening of the waste storage area shall be submitted to and approved in writing by the local planning authority prior to the occupation of the building.

Reason: In order to ensure a satisfactory appearance to the building and to safeguard the amenity and appearance of the locality.

#### CONSTRUCTION HOURS

5. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

## REASONS FOR APPROVAL

The development has been assessed against and found to comply with Policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design' UD7 'Waste Storage', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', M10 'Parking for Development' and EMP2 'Defined Employment Areas - Industrial Locations' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling' and SPG8b 'Materials' of the Haringey Supplementary Planning Guidance (October 2006).