

## REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

**Reference No:** HGY/2009/2140

**Ward:** White Hart Lane

**Date received:** 17/12/2009

**Last amended date:** N / A

**Drawing number of plans:** 09/0721/001, 002, 003, 004, 005 & 006

**Address:** 500 White Hart Lane N17 7NA

**Proposal:** Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit (B1)

**Existing Use:** B8/Sui Genris

**Proposed Use:** B1 (Light Industry)

**Applicant:** MsEmma ViljoenTottenham Hotspur Football Club

**Ownership:** Private

### PLANNING DESIGNATIONS

Road Network: Classified Road

**Officer contact:** Valerie Okeyi

### RECOMMENDATION

GRANT PERMISSION subject to conditions

### SITE AND SURROUNDINGS

The application site comprises two vacant commercial premises located on the northern side of White Hart Lane. The building known as 500 White Hart Lane is single storey with a pitched roof with hardstanding to the front and up until recently accommodated a timber and builders merchants use. The second building, Hubert House, is a part two part single storey derelict building thought to have most recently accommodated a vehicle repair centre. Herbert House sits directly east of the Bridisco site. The site is 0.9 hectares in size and falls within a Defined Employment Area. The site fronts two existing access points onto White Hart Lane. The site is bounded along its north and eastern sides by residential development (Devonshire Crescent & The Green). There is a public footpath running along the eastern boundary of the site, behind the back garden fences of these properties on Devonshire Crescent. There is a high grey coloured palisade fence, partially sitting above a brick wall, (altogether 1.9 metres in height) along the southern boundary of the site (the

site's frontage onto White Hart Lane). There is grassed area immediately in front of the site, and beyond this, a public footpath and a bus shelter. Along the eastern boundary of the site there is a high brick wall (3 metres approx.) which spans approximately 30 metres along the side of the site (up from the frontage onto White Hart Lane). The rest of the eastern perimeter of the site has a 3.15 metre high palisade fence. Immediately inside parts of this fence there is weathered plywood boarding attached.

## **PLANNING HISTORY**

HGY/1990/1035- Change of use to open car storage - REF-20-11-90 -

HGY/2000/0085- -Erection of a single storey portal framed storage building - GTD-21-03-00-500

HGY/2002/1376- -Demolition of existing buildings and erection of two temporary - storage buildings comprising 4,047 square metres in total - GTD-10-12-02

HGY/2007/0115- -Erection of 2.12m high perimeter fencing - REF-06-03-07

HGY/2008/2057- Change of use of existing property to vehicle repairs / servicing and retention of extract duct system - GTD-09-12-08

OLD/1984/1779- Erection of new cold room - GTD-07-02-84-

OLD/1986/1777- Erection of two storey extension to provide additional office and cold storage facilities - GTD-19-09-86.

## **DETAILS OF PROPOSAL**

The proposal is for the demolition of the existing buildings (500 White Hart Lane and Hubert House) and the erection of a new steel clad light industrial unit.

## **CONSULTATION**

Transportation Group

Building Control

1-15 © The Green, Devonshire Hill Lane

1 – 31 (o) Devonshire Road

449-470 (e) White Hart Lane

2-48 (e) Devonshire Road

133-167 (o) Devonshire Hill Road

167a Devonshire Hill Lane

1-16 Butterfield Close, Devonshire Road

1-2 Butterfield Close, Devonshire Road

82-156 (e) Devonshire Hill Lane

169-177 (o) Devonshire Hill Lane

1-10 (c) Devonshire Gardens

492-498 (e) White Hart Lane

341, 343, 350 White Hart Lane

335-337 White Hart Lane

484-490 (e) White Hart Lane

11-24 © Devonshire Gardens

59-67 (o) Fenton Road

## RESPONSES

Transportation Group - The site indicates a PTAL level of 2 across the site, which indicates a low level of accessibility to local transport facilities / services. Also the area has not been identified within the Council's SPG as that renowned to have car parking pressure.

The proposed development is adjacent to White Hart Lane which is served by the W3 busroute and provides some 10 two-way, bus trips per hour) for connections to Wood Green, Finsbury Park underground stations to the west and Northumberland Park and White Hart Lane British Rail Stations to the east which provides services into London.

We have subsequently considered that some visitors / employees travelling to the site would use sustainable travel modes for their journeys to and from the site. It is deemed that the proposed conversion would not have any significant impact on the existing generated car trips or indeed car parking demand at this location.

The applicant has proposed a total of 15 off street car parking spaces, plus an additional 2 disabled parking spaces which is in excess of the required standard as set out in the UDP, however it has been considered that due to the location of the site, its low PTAL rating, this higher level of parking provision would be acceptable to help mitigate parking issues.

This includes the provision of a 6.00m vehicle circulatory area which would be in accordance with the required standards in the 2006 Adopted UDP and would minimise the impact on both the parking and the adjoining highway network

The applicant has provided a service / loading bay at the rear of the site for the commercial element of the site which includes a vehicle turning area however it has not been demonstrated to have sufficient turning area that would enable delivery lorries to enter and leave the site in forward gear and 3 cycle racks under cover for the patrons/staff of the business aspect of this development on the ground floor

The applicant has indicated that larger service vehicles would be looking to service the proposed retail element of the application from the existing access road adjacent to the site which would be acceptable as it would not encourage servicing / deliveries from White Hart Lane.

The applicant proposes to provide some elements of tree planting to the frontage of the site between the back of the existing and the existing frontage of the development site. From transportation's and highway records this area is classified as public highway which is maintainable at Haringey Council expense and as such any work to be carried would have to be carried out under agreement with the Council.

Transportation Planning would have no objection to the above planning application providing the following mitigation can be agreed to lessen the impact of the development.

- Provision of an additional 3 cycle racks to provide a total of 6 cycle racks;

## INFORMATIVES

- A plan shall be submitted to demonstrate that delivery or similar servicing vehicles shall enter and leave the site in a forward gear to the Transportation Team
- A scheme for the management of construction traffic associated with implementing this scheme.

Waste management – Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected

London Fire Brigade - They are satisfied with the proposal

## RELEVANT PLANNING POLICY

### National Planning Guidance

PPS1	Delivering Sustainable Development (2005)
PPS 4	Planning for Economic Development
PPG 13	Transport
PPS 22:	Renewable Energy
PPG24	Planning and Noise

### London Plan

3B.4 Strategic Industrial Location

3B.11 Improving employment opportunities for Londoners

4A.7 Renewable Energy

### Haringey Unitary Development Plan (2006)

G1	Environment
UD2	Sustainable Design and Construction
UD3	General Principles
UD4	Quality Design
UD7	Waste Storage
ENV5	Noise Pollution
EMP3	Defined Employment Area – Employment Locations
EMP5	Promoting Employment Uses
M10	Parking for Development

## Haringey Supplementary Planning Guidance (October 2006)

SPG1a	Design Guidance and Design Statements
SPG4	Access for All – Mobility Standards
SPG5	Safety by Design
SPG8a	Waste and Recycling
SPG7a	Vehicle and Pedestrian Movement
SPG7b	Travel Plans
SPG8a	Waste and Recycling
SPG8b	Materials
SPG8c	Environmental Performance
SPG9	Sustainability Statement – Including Checklist

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

The main issues in respect of the re-development of this site are considered to be; (1) the principle of the redevelopment of the site; (2) built form, design and materials; (3) impact on residential amenity; (4) access and parking and (5) waste management.

#### The Principle of Redevelopment

Currently to the north of the site is Hubert House; a part two part single storey derelict building, which most recently accommodated a vehicle repair centre. No 500 White Hart Lane is located to the front of Hubert House and is a large warehouse building with a pitched roof, which most recently accommodated a timber and builders merchants use. The proposal will involve the demolition of both structures and the erection of a double height manufacturing space with an adjoining flat roofed single storey element to the side accommodating offices. The existing floor area is 1,124 sq. metres, while the proposed building will have a floor area of 2,069 sq. metres, which will include a 372 sq. metres of office space and 1,697 sq. metres of workshop. The net increase in floor area is therefore 945m.

The existing building has no architectural merit and appears rather unsightly as viewed from the street. Since the use of the site 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, parking, and provided the proposal does not adversely affect the amenities of nearby residents.

#### Built Form, Design and Materials

The proposal will include demolition of the existing buildings and replacement with a double height building that is adjoined by a single storey building along the eastern elevation. The building will be L shaped and occupy a similar footprint to existing buildings. The main section of the building will have a shallow dual pitch roof which will measure 8.8m at its highest point and 7.4m at its lowest point; while the height of the adjoining single storey element will be 3.2m. The single storey section of the building which will run along the eastern boundary of the site (stepped in 2m) will have a row of windows facing onto the side boundary. The south elevation will have a

row of windows while the rear elevation of the building will have a series of up and over service doors.

In terms of materials the building will be faced in profiled metal sheeting with a red facing brickwork plinth; while the roof will be profiled metal sheeting. The windows will be powder coated double glazed aluminium windows, while the entrance doors (up and over service doors) will be powder coated aluminium. The fencing will be in steel palisade. The existing buildings have no architectural merit and appears rather unsightly on site is in red facing brickwork with a corrugated asbestos cement roof with steel doors and crittall windows.

The bulk and scale of the proposed building is considered appropriate for the site bearing in the existing site coverage and building heights. The proposed building is reflective of the design of commercial buildings and the design of the building will have an acceptable frontage on the White Hart Lane.

### Impact on Residential Amenity

The application site is located to the west of No's 1-7 Devonshire Gardens. The rear gardens of these properties back onto the public footpath which runs adjacent to the eastern boundary of the site. As discussed above the building has been designed so that the closest part to this boundary is single storey. The distance of the double height section of the building and the rear elevation of the closest property (No 7) is 22m.

Bearing in mind the height of the existing/ original buildings and the distance indicated above, the height of the proposed replacement building will be sensitive to it surrounding and relationship with this nearby residential terrace. As such the proposal will not have an adverse impact on the amenity of these properties in terms of overshadowing or loss of daylight/ sunlight.

### Access and Parking

The applicant proposes a total of 15 off street car parking spaces, plus an additional 2 disabled parking spaces which will be in excess of the required standard as set out in the UDP; however it has been considered that due to the location of the site and its low PTAL rating, this higher level of parking provision would be acceptable to help mitigate parking issues. The proposed entrance will be via White Hart Lane, with servicing and deliveries taking place via the service road which runs along the western boundary of the site. The car and access arrangements are considered to be acceptable.

### Waste Management

Further details are to be provided in the way of a condition to show that there is adequate bin storage/recycling at the site that is suitable for the scheme.

## Sustainability

The applicant's have indicated that they will explore recycled materials and materials with low embodied energy. They also state that they will explore renewable energy and the use of SUDs, water saving devices, rainwater harvesting system and grey water recycling.

Given the specific policy requirement within the London Plan to require at least 20% of all energy requirements associated with the building and their use to be from an on site renewable energy source, the LPA will impose a condition requiring such renewable energy technology to be installed. Given the large expanse of roof to this building the use of Solar Photo-Voltaics ('PV') for on-site renewable micro-generation could be considered. The LPA will also impose a condition seeking the proposal to meet BREM 'very good' or 'excellence'.

## **SUMMARY AND CONCLUSION**

The proposal is for the demolition of existing buildings (500 White Hart Lane and Hubert House) and the erection of a new steel clad light industrial unit. The siting, built form, design and appearance of this proposed industrial unit and its associated access points is considered acceptable. The proposal will not adversely affect the residential and visual amenities of nearby residents. As such the proposal is in accordance with policy UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP3 'Defined Employment Area', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', and SPG8b 'Materials' of the Haringey Supplementary Planning Guidance (October 2006). On this basis the application is recommended for APPROVAL; subject to conditions.

## **RECOMMENDATION**

### **GRANT PERMISSION**

Registered No. HGY/2009/2140

Applicant's drawing No.(s) 09/0721/001, 002, 003, 004, 005 & 006

Subject to the following condition(s)

### **IMPLEMENTATION**

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 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.

#### EXTERNAL APPEARANCE

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.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs, and details of hard landscaping, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details thereafter.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

5. No development shall be commenced until precise details of the siting and design of all walls, gates, fencing, railings or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction

Reason: To ensure a satisfactory appearance to the development.

#### PARKING

6. Space shall be made available for the secure parking of 6 bicycles on site before the use hereby permitted is fully implemented.

Reason: To encourage more people to attend the various activities on site by bicycles and to ensure adequate provision is made within the site for the parking of bicycles.

#### WASTE STORAGE

7. A scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the local planning authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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



## SUSTAINABILITY/ ENERGY EFFICIENCY

8. Prior to the implementation of the consent hereby approved details of on-site equipment for the provision of renewable power generation for the building shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that at least 20% of all energy requirements within the resulting development are sourced from renewable energy sources. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with national London and local planning policy.

9. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) of 'Excellent' or 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the Local Planning Authority before any of the building hereby approved is first occupied.

Reason: To ensure that the proposal complies with the principles of sustainable development.

## CONSTRUCTION

10. 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.

11. Prior to the commencement of work on site a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise vehicular conflict at this location

12. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To protect the residential amenities of nearby occupiers and minimise danger and inconvenience to highway users

13. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority. Thereafter these works shall be carried out in accordance with the details as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

INFORMATIVE: This permission is granted without prejudice to the necessity to obtaining consent under the. Town & Country Planning (Control of Advertisements) Regulations 2007.

#### REASON FOR APPROVAL

The siting, built form, design and external appearance of this proposed industrial unit and its associated access points is considered acceptable in context of the context of this employment site; the existing buildings on site and its relationship with nearby residential properties. The proposal will not adversely affect the residential and visual amenities of nearby residents. As such the proposal is in accordance with Policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP3 'Defined Employment Area', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', and SPG8b 'Materials' of the Haringey Supplementary Planning Guidance (October 2006).