

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

<p>Reference No: HGY/2011/0814</p>	<p>Ward: White Hart Lane</p>
<p>Address: 550 White Hart Lane N17 7RQ</p> <p>Proposal: Development comprising of construction of three industrial buildings accommodating a total of 13,251 sqm (142,629 sqft) of gross B1/B2/B8 employment floorspace and divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage</p> <p>Existing Use: B1, B2 & B8 Proposed Use: B1, B2 & B8</p> <p>Applicant: Mr Neil Curtis Curtis Real Estates & N.I. Local Government Officers</p> <p>Ownership: Private</p>	
<p>Date received: 21/04/2011 Last amended date: N / A</p> <p>Drawing number of plans: E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1.</p>	
<p>Case Officer Contact: Matthew Gunning</p>	
<p>PLANNING DESIGNATIONS: Road Network: Classified Road</p>	
<p>RECOMMENDATION; GRANT PERMISISON Subject to conditions subject to sec.106 Legal Agreement</p>	
<p>SUMMARY OF REPORT: The proposal is for the redevelopment of the Bridisco site involving the construction of three new industrial buildings, accommodating a total of 13,251 sqm (142,629 sqft) of gross employment floorspace, to be divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage. The principle of the redevelopment of this site for business, industrial and warehousing uses is consistent with existing national strategic, London Plan and local planning guidance regarding new employment development. The redevelopment of this former brownfield industrial site for employment purposes is welcomed as it will suitably consolidate the function of this defined employment area and will enhance the economic viability and job creation potential of this part of the Borough. The siting, built form, design and appearance of this proposed industrial units and the associated access points to this new industrial estate are considered acceptable. The proposal will not adversely affect the residential and visual amenities of nearby residents. This application is recommended for approval subject to conditions subject to sec.106 Agreement</p>	

1. SITE AND SURROUNDINGS

- 1.1 The application site which is known as the Bridisco site and is situated on White Hart Lane with two access points onto this road. The site is 6.98 acres (2.825 hectares) in size and falls within a Defined Employment Area. The site is bounded to the rear/north by the gardens of residential properties on Devonshire Hill Lane while to the west the site adjoins Norfolk Avenue and a self storage warehousing unit which sits next to St. George Industrial Estate. To the east of the site is 500 White Hart Lane/ the former Hubert House site, which has been cleared for redevelopment. There is a public footpath running along the eastern boundary of this site which provides pedestrian access to properties in Devonshire Gardens. Directly opposite the site, on the south side of White Hart Lane lies Haringey FC football ground and car park.
- 1.2 The existing buildings on the Bridisco site, which comprised of a warehouse building of steel portal frame construction with brickwork elevations and a three storey offices fronting White Hart Lane, has been recently demolished.
- 1.3 The site is generally flat, however the surrounding land rises moving south to north, with the site forming a plateau cut into the slope.
- 1.4 The development is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from residential dwellings. The retaining wall encloses the eastern and western boundaries of the site dropping to ground level towards the front (southern part) of the site.
- 1.5 There is a grassed area immediately in front of the site, and beyond this, a public footpath and a bus shelter.

2. PROPOSAL

- 2.1 The proposal is for the redevelopment of the Bridisco site involving the construction of three new industrial buildings, accommodating a total of 13,251 sqm (142,629 sqft) of gross employment floorspace, to be divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage. The proposed development will provide employment floor space within the B1, B2 and B8 land use classes. The use of the buildings will be predominantly for B2 and/or B8 use but will include ancillary office space within the buildings proposed.
- 2.2 The proposed redevelopment of the site will involve a 74.4% reduction to the existing warehouse and offices space. This is in part due to the infrastructure required to meet the standards and needs of several new units, rather than a single unit. The six new units will be of varying sizes and two of the units will have the potential to be split into smaller units depending on market conditions.
 - Unit 1 – 51,484 square feet
 - Unit 2 – 30,542 square feet with potential to be split into two units.
 - Unit 3 – 13,970 square feet
 - Unit 4 – 11,445 square feet
 - Unit 5 – 25,146 square feet with potential to be split into two units
 - Unit 6 – 10,042 square feet.

Land Use Floorspace (m2) (GIA)	
B1(c.)	6,107
B2 2	2,361
B8	4,783
Total	13,251

3. PLANNING HISTORY

OLD/1987/2088 - Erection of single storey extension comprising 1300m2 on eastern side of existing warehouse. – Approved 13/04/1987

HGY/1990/0722 - Erection of a telecommunication satellite dish to the roof of premises. – Approved 24/07/1990

HGY/1993/0610 - Erection of double sided, freestanding, non-illuminated sign. – Approved 29/06/1993

HGY/1996/0562 - Variation to Condition 2 attached to HGY/50530 for amendment of hours of starting operations to 0700 Monday to Friday and 0800 on Saturday. – Approved 16/07/1996

HGY/1996/0623 - Variation to Condition 4 (2 metre storage height) attached to permission HGY/50530 seeking to increase the height of storage on the eastern boundary to 3 metres. – Approved 23/07/1996

HGY/1996/1566 - Erection of an extension to main building to provide a warehouse. – Approved 14/01/1997

HGY/1997/0997 - Erection of a single storey warehouse building – Approved 12/08/1997

HGY/2000/0580 - Erection of temporary single storey portal framed storage building – Approved 13/06/2000

HGY/2001/0366 - Installation of a pedestrian entrance/exit to existing front boundary wall/fence. – Approved 25/05/2001

HGY/2002/0067 - Installation of 3 transmission dishes, 3 antennae and an equipment cabinet of roof of Devonshire House. – Withdrawn 05/03/2002

3. RELEVANT PLANNING POLICY

3.1 National Planning Policy

PPS1 Delivering Sustainable Development (2005)
 PPS4: Planning for Sustainable Economic Growth
 PPG13: Transport
 PPS23: Planning and Pollution Control

3.2 London Plan (2011)

Policy 2.7 Outer London: economy
Policy 2.17 Strategic industrial locations
Policy 4.1 Developing London's economy
Policy 4.4 Managing industrial land and premises
Policy 5.3 Sustainable design and construction
Policy 5.3 Sustainable design and construction

3.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design
G4 Employment
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations
M10 Parking for Development
ENV2 Surface Water Run-off
ENV11 Contaminated Land
EMP2 Defined Employment Areas
EMP5 Promoting Employment Uses

3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
SPG7a Vehicle and Pedestrian Movement
SPG8a Waste and Recycling
SPG8b Materials
SPG8d Biodiversity, Landscaping and Trees
SPG8f Land Contamination
SPG9 Sustainability
SPG10 The Negotiation, Management and Monitoring of Planning Obligations

3.4 Other

Haringey Employment Study - 2008 Update
Draft Sustainable Design & Construction SPD

4. CONSULTATION

Statutory	Internal	External
Environmental Agency	Ward Councillors Transportation Legal Environmental Health Building Control	<u>Local Residents</u> 1-15 (c) 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
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5. RESPONSES

Building Control

- 5.1 Due to the nature and complexity of the development it is advised that the London Fire and Emergency Planning Authority are consulted formally regarding access for fire brigade vehicles and personnel for the purposes of fire fighting and rescue

London Fire Brigade

- 5.2 The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

Transportation

- 5.3 The application site has a low PTAL level and is served by the W3 bus route, which operates with a two-way frequency of 24 buses per hour and provides links to Wood Green underground and White Hart Lane rail stations. Furthermore, the site is within reasonable walking distance to the Great Cambridge Road (A10), which is served by the 144, 217, 231, 318 and 444 bus routes providing links to a number local transport services with a two-way frequency of 43 buses per hour. It is therefore reasonable to

assume that a number of staff/patrons would use sustainable transport for journeys to and from the site.

- 5.4 The applicant's consultant Integrated Transport Planning (ITP) Ltd have submitted a Transport Assessment (TA) to support the proposed development. Although the operating hours are unknown, the application form indicates that the six industrial units will have an estimated 250 members of staff. The TA has taken into account trip generation data taken from the TRAVL database covering a range of B1, B1c, B2 and B8 sites. The low PTAL suggests that prospective staff/patrons may be more likely to use private vehicles to travel to and from the site. However, the site selection summary and vehicle generation findings indicate that the proposal will have a significantly lower level of traffic than that generated by the sites current use, with daily peak hour arrivals falling from 516 to 175 vehicle movements and daily peak hour departures falling from 498 to 214 vehicle movements. ITP also carried out a highway impact assessment of the sites two access points, which indicate that both of these accesses will operate with significant spare capacity in both the am and pm peak hours.
- 5.5 Parking provision as illustrated in drawing number 10-152/A003/J has been provided in line with the maximum parking standards set out within the Haringey Council adopted Unitary Development Plan (UDP). As stated in the TA the application makes provision for; 27 lorry bays, 23 car parking bays, 9 disabled parking bays and cycle storage for 54 bicycles. Additionally, the site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. Parking restrictions are in place along White Hart Lane, which provide on-street parking controls during peak traffic times.
- 5.6 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. As the end users are currently unknown a Framework Travel Plan is proposed, with a Site Travel Plan Co-ordinator identified to oversee the implementation and management of the individual travel plans. It has been noted that the travel plan has been produced in line with requirements set out in Transport for London guidance and that all companies locating to the site will be required to monitor their individual travel plans using the iTrace system.
- 5.7 The site is currently served by two vehicular accesses, with one access to the west of the site and another to the east. The application involves the relocation of the eastern access to a central location along the sites frontage. It is intended that the new access serves as a main access to the development and therefore, it is proposed that a ghost island right turn facility be installed to minimise vehicular conflict and delay. As confirmed in the TA, the associated safety audit indicated a potential point of conflict that may arise from the use of the proposed ghost right turn lane. The proposal therefore requires the relocation of an existing bus stop.
- 5.8 To take into account the increased pedestrian/cycling activity arising from this development the highway and transportation authority require off-site improvements to enhance street lighting and footway conditions within the vicinity of the site. In addition, the relevant works required in relation to the ghost island right turn facility, amended vehicle access arrangement and relocated bus stop will need to be secured via a Section 278 Agreement.
- 5.9 The highway and transportation authority agree with the findings of the TA and consider that the development will not have any significant negative impact on the

surrounding highway network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of the following conditions:

1. The applicant shall be required to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop. Additionally, the agreement is to include a scheme to improve street lighting and footway resurfacing within the vicinity of the site.

Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.

2. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

3. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site. Informative

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

Environmental Agency

- 5.10 The proposed development will only be acceptable if a planning condition is imposed requiring the following drainage details.

Condition: Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target.
- The maximisation of Sustainable Drainage Systems (SUDS) on site. Reason: To minimise the risk of flooding, and to improve and protect water quality.

6. ANALYSIS / ASSESSMENT OF THE APPLICATION

- 6.1 The main issues in respect of this application are considered to be:

- Background/ Principle of Redevelopment
- Design, Form & Layout
- Landscaping
- Transport and traffic impact
- Sustainable Drainage and Flood Risk
- Sustainable Design
- Ecology
- Impact on Residential Amenity
- Planning Obligations

Background/ Principle of Redevelopment

- 6.2 The site is within Defined Employment Area 17, and is allocated for employment uses. Policy EMP2: Defined Employment Areas – Industrial Locations, protects sites for uses within the ‘B’ use classes and established a principle against redevelopment of the site for other incompatible uses. The emerging Haringey Core Strategy identifies the site under policy SP8 Employment as being within the White Hart Lane ‘Locally Significant Industrial Sites’ (LSIS). The policy allows the use of land for a range of industrial uses (B1b, c, B2 & B8) where they continue to meet demand and the needs of modern industry and business.
- 6.3 Up until recently, the site was occupied by a three storey office building with warehousing to the rear. The buildings which were demolished in February 2001 comprised of an office building with floorspace totalling some 4,427 sqm over three floors. To the rear of the office accommodation was an attached depot of 13,385 sqm of floorspace. The maximum height of these buildings was 11.4 metres above ground (for the warehouse element) and 11.6 metres (for the office component). Two temporary warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground) were sited to the rear of the site and were removed prior to the acquisition of the site by the applicant.
- 6.4 The application site was occupied until late 2008 by the British Distribution Company, known as Bridisco. Their operation on the site comprised their UK office headquarters and one of their 30 UK distributions centres. The company operated as a wholesaler and distributor of a range of electrical goods including appliances, electrical components, security systems, lighting and consumer electronics. In November 2008, Bridisco was put into Liquidation. Since then, operations on the site ceased and the buildings became vacant. The site was put to the market in February 2009 with the buildings remaining unoccupied during that time. As outlined by the applicant difficulties have been reported since then with illegal occupation of the site leading to nuisance complaints.
- 6.5 The site was acquired by Curtis Real Estate and the Northern Ireland Local Government Officers Superannuation Committee in January 2010. The applicant has secured on-site 24 hour security to protect the premises since it was acquired by them. In February 2011, the buildings occupying the site were demolished, leaving a cleared site ready for redevelopment.
- 6.6 The principle of the proposed redevelopment of the site for business, industrial and warehousing uses (use classes B1, B2 and B8) accords with national, regional and local planning policy in that it would be bringing a now vacant/ previous employment site back into use. The proposed development will provide new high quality

employment floorspace in the Tottenham area which has seen little industrial development since the 1980s, in addition to providing investment the proposal will provide important opportunities for local businesses and employment benefits. The mix of employment floorspace could generate between 200 and 250 full-time equivalent jobs, although actual employment generation will be determined by occupier requirements.

- 6.7 The application site is appropriate for light industrial, general industrial and warehousing development, but not for B1(a) offices, as these designated areas are generally poorly served by public transport, as in this case and is outside a town centre. The office element within the redevelopment will be ancillary to the industrial and warehousing uses proposed.
- 6.8 It is recognised that the redevelopment of this site will lead to a quantitative reduction in the employment floorspace, however it is accepted that this loss of employment floorspace is mitigated by the qualitative improvements that will arise making the area more attractive to a wider range of end users and employers.

Design, Form & Layout

- 6.9 The proposal is for the erection of three new industrial buildings with revised access arrangements to the site and associated parking for each of the individual units. The new site layout will have a central access/ service road with units to either side. The largest building will be on the eastern side of the site and will extend almost the entire depth of the site. This building, as per the previous buildings, will be sited next the eastern boundary, which is primarily a concrete retaining wall with a wooded steep bank fenced in with a 3.2 metre high palisade fence.
- 6.10 To the back of the site next to the rear gardens of properties on Devonshire Hill Lane and Norfolk Avenue will be the smallest of the industrial units. As per the previous building in the part of the site the proposed new industrial building will be sited next to a brick faced retaining wall to the back of the site, with a 3.2 metre palisade fence to the top of a wooded bank that returns on the side next to the gardens to the residential properties on Norfolk Avenue.
- 6.11 The western boundary starts at the front with a 2m brick wall and continues up to the return of the retaining wall with a precast concrete plank wall 1.5m to 2.0 metre high. White Hart Lane boundary has a low brick wall with vertical black railings between brick piers.
- 6.12 On the other side of the access road parallel to the largest building will be the third building. This building will be pulled in from the western boundary of the site, which starts at the front next to White Hart Lane with a 2m brick wall and continues up to the return of the retaining wall with a precast concrete wall 1.5m to 2.0 metre high.
- 6.13 Each industrial unit will have a dedicated lorry/van and car parking as well as cycle hoops and bin storage, related to the particular unit rather than being centralised. The units will have office accommodation at first floor level, 10% to 13% of the size of the ground floor, which will be ancillary to the main function of the buildings as B1/B2/B8 employment units.
- 6.14 The buildings will have shallow pitched roof with a ridge height of 10.2 to 10.9 metres above proposed ground level, which would be lower than the previous office building

which had a roof height of 11.6 metres and lower than the ridge height of the previous warehouse of 11.4 metres. The finished floor level of Unit 1 will be one metre below the other units taking account of the lower level of the south-west corner of the site. The ridge height of Unit 2 will line up with the top of the existing palisade fence adjoining.

- 6.15 The predominant material to the industrial blocks will be profiled metal cladding and roofing sheets supported by portal steel frames. The cladding on the face of the building will be in two different colours - horizontal profile cladding will be in dark blue (Sargasso) to allow the low pitch pale blue (Albatross) roof to appear floating with mid blue (Denim) vertical cladding as a contrast. There will be feature panels on the front elevation and on the prominent corners (Micro rib panels in Sirius silver) to provide contrast to the profile cladding to enhance the overall external finish.
- 6.15 All units will have an electrically operated level access steel shutter each while Unit 1 will also have three loading docks. Unit 1 and 2 will be provided with secure gated service yards with separate car parking while Units 2 to 6 will be served by a number of service yards with adjacent car parking. The whole site will be protected with a sliding gate which will be closed at night.
- 6.16 Along the boundaries the proposal is for the retention and replacement of the metal palisade fencing and brick walling. The hardsurfaced areas will be covered in macadam and concrete.
- 6.17 The proposal is to be fully compliant with the principles set out in Approved Document Part 'M' of the Building Regulations (AD 'M') and BS 8300:2009. The design intent is to provide safe and inclusive access up to the each building entrance.
- 6.17 Policy UD4 'Quality Design' identifies that the spatial and visual character of the development site and the surrounding area should be taken into account, along with the key aspects which affect design. In terms of the overall scale and design, it is considered that the proposed buildings are acceptable, taking into account the broader site context. Importantly the building frontage onto White Hart Lane is broken up and will be softened by landscaping. The frontage onto White Hart Lane will be of a reduced visual mass in comparison to the previous building.

Landscaping

- 6.18 As noted above the access into the site is changing, and as a result two existing trees along the green strip in between the pavement and back edge of the road will need to be removed. An assessment of the condition of these trees is submitted as a formal part of the planning application. To compensate for this loss the planting of four replacement specimens will be required (secured through S278 Agreement).
- 6.19 As per the previous buildings on site and the previous site layout, the site had very minimal landscaping expect for tree planting along the boundary of the site which separates the site from residential dwellings.
- 6.20 Within the proposed site layout there is minimum scope for soft landscaping owing to the nature of the site and the nature of the proposed uses. Some small areas of planting will be provided, including an area to the front of the site, which is also to act as an attenuation pond. The landscaping proposed will be of shrubs of the long life, low maintenance variety.

Transport and traffic impact

- 6.21 The planning application is supported by a Transport Assessment (carried out by ITP) and a Travel Plan. The traffic generation from the proposed development and the previous lawful site use has been derived based on historic trip rate data within the TRAVL database. It is accepted that the proposed development will lead to less traffic than that generated by the existing use, thus leading to a reduction in traffic on the local road network.
- 6.22 As already noted a revised access arrangement is proposed, comprising a new main central point of access and egress, with an additional secondary point of access into the site at the western end of the site serving a small parking area. The new main access will be 7.3 metre wide and will include new sliding security night gate, dropped kerbs, adapted pavement and the existing brick wall with railing cut back. Road markings to White Hart Lane will be added to provide turn right in. A 7.3 metre wide turning point at the head of the private service road will be provided. In order to provide this new access arrangement an existing westbound bus stop located opposite the site frontage, will be moved approximately 35 metres to the west, along with the associate relocation of an existing traffic island.
- 6.22 The application site falls within a low PTAL area and is served by the W3 bus route, which operates with a two-way frequency of 24 buses per hour, which provide links to Wood Green underground and White Hart Lane rail stations. Furthermore, the site is located within reasonable walking distance to the Great Cambridge Road (A10), which is served by a number of bus routes (No's 144, 217, 231, 318 and 444) providing links to a number local transport services with a two-way frequency of 43 buses per hour. It is expected that a reasonable number of staff/patrons would use sustainable transport for journeys to and from the site.
- 6.23 The TA has takes into account trip generation data taken from the TRAVL database covering a range of B1, B1c, B2 and B8 sites. The low PTAL suggests that prospective staff/patrons may be more likely to use private vehicles to travel to and from the site. However, the site selection summary and vehicle generation findings indicate that the proposal will have a significantly lower level of traffic than that generated by the sites current use, with daily peak hour arrivals falling from 516 to 175 vehicle movements and daily peak hour departures falling from 498 to 214 vehicle movements. ITP also carried out a highway impact assessment of the sites two access points, which indicate that both of these accesses will operate with significant spare capacity in both the am and pm peak hours.
- 6.24 Parking provision as illustrated in drawing number 10-152/A003/J has been provided in line with the maximum parking standards set out within the adopted Unitary Development Plan (UDP). The site layout makes provision for vehicle and cycle parking on a per unit basis, in accordance with the relevant standards, and makes provision for vehicle turning and manoeuvring within the site. In total the proposal makes provision for 27 lorry bays, 23 car parking bays, 9 disabled parking bays and cycle storage for 54 bicycles. As noted the site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. Parking restrictions are in place along White Hart Lane, which provide on-street parking controls during peak traffic times.

- 6.25 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. As the end users are currently unknown a Framework Travel Plan is proposed, with a Site Travel Plan Co-ordinator identified to oversee the implementation and management of the individual travel plans. It has been noted that the travel plan has been produced in line with requirements set out in Transport for London guidance and that all companies locating to the site will be required to monitor their individual travel plans using the iTrace system.
- 6.26 To take into account the increased pedestrian/cycling activity arising from this development the Highway and Transportation authority require off-site improvements to enhance street lighting and footway conditions within the vicinity of the site. In addition, the relevant works required in relation to the ghost island right turn facility, amended vehicle access arrangement and relocated bus stop will need to be secured via a Section 278 Agreement.
- 6.27 The Highway and Transportation Authority agree with the findings of the TA and consider that the development will not have any significant negative impact on the surrounding highway network. Therefore, the Highway and Transportation Authority do not object to this application subject to the imposition of a number of conditions, as outlined earlier in this report.

Sustainable Drainage and Flood Risk

- 6.28 A Flood Risk Assessment was carried and submitted with the application in accordance with the requirements of PPS25. The Environment Agency has been consulted on this and raise no in principle objection. The Environment Agency Flood Zone mapping shows the site to be located within Flood Zone 1 (Low Probability). In this location, this Flood Zone is defined in PPS25 as land assessed as having a greater than 1 in 1000 year annual probability of fluvial flooding. Under PPS25 the proposed development is considered less vulnerable.
- 6.29 The London Plan and the North London Strategic Flood Risk Assessment make clear directives to reduce existing discharge rates by at least 50%. As a minimum discharge should be restricted to 50% less than the existing discharge as calculated by the rational method
- 6.29 The proposed development will not increase the impermeable area on site. The proposed site layout incorporates surface water attenuation in the form of two basins located towards the front of the site, which will ensure that outflows of surface water are managed and that discharge rates into the surface water sewer are in accordance with Thames Water's requirements.
- 6.30 It is considered the proposal would meet the requirements of the PPS25 and subject to the mitigation measures proposed the development may proceed without being subject to significant flood risk. Moreover the development will not increase flood risk to the wider catchments area as a result of suitable management of surface water runoff discharging from the site.

Sustainable Design

- 6.31 A Sustainability Report and Energy Assessment have been submitted with the application. As outlined in the Sustainability Report a variety of measures to promote

sustainability, both in the construction and the operational phase of development, will be achieved, for example by:

- Reuse of construction waste;
- Optimising the use of previously developed land;
- Managing runoff through SuDS;
- Preparation of a Site Waste Management Plan (SWMP)
- Adoption of a Travel plan prepared to assist in the promotion of sustainable transport;
- Development will be designed to meet BREEAM 'Very Good' standards;
- Use of low energy fittings.

6.32 The applicant's have agreed to achieve a BREEAM (Building Research Establishment Environmental Assessment Method) certification of at least 'Very Good'. BREEAM takes into account factors such as contribution of renewable energy technologies to on site energy requirements, sustainable transport methods, grey water recycling, building insulation, solar gain, and sustainable sourcing of building materials and disposal of construction waste to determine their accreditation system.

6.33 Although the above commitments are welcomed, the proposal will be required to demonstrate a reduction of 20% in carbon emission, achieved through the use of onsite renewable energy technology as part of the proposed development. Specific proposals for the inclusion of renewable technology should be included, and justification provided to demonstrate that this requirement will be met; therefore it is recommended that this be conditioned.

6.34 The sustainable measures identified together with the use of renewable technology will represent a satisfactory commitment to measures to combat climate change in accordance with the national, London and local requirements.

Ecology

6.35 An Ecological Assessment has been prepared and submitted with the planning application. The Assessment notes that the site has limited ecological value due to its developed nature. Those areas of existing landscape forming the northern boundary of the site, which comprise of several semi mature trees, are to be retained.

Land Contamination

6.36 The existing site has been historically used as agricultural land, a clay extraction operation and more recently a goods distribution depot. Therefore the introduction of chemicals into the ground is likely.

6.37 Geotechnical laboratory testing was carried out on selected samples recovered from the boreholes. Chemical testing was carried out on 21 soil samples, 6 leachate samples and 6 groundwater samples. The levels of contamination were low which is not considered to pose a significant risk of significant harm to end users. However, inspections for hydrocarbons will be undertaken during demolition works.

Waste Management

- 6.38 Each business unit will have its own waste storage facilities and receptacles, as shown in drawing number 10-152-A003-J-A3, Master Plan. This means that the storage of receptacles will be proximate to the business unit and ensures a direct and clear responsibility for managing the cleanliness and security of those facilities
- 6.39 Receptacle storage areas will be secure and constructed of appropriate materials, and will be of sufficient size to accommodate an appropriate number of receptacles as required by the occupier and waste collection operator
- 6.40 The proposed development incorporates specific recycle and waste receptacle storage areas which are individually provided to serve each business units. These areas are of sufficient size to accommodate flexibility in the size and number of receptacles.
- 6.41 The receptacle storage areas have been located to ensure that they are proximate to each unit and to the main means of access to the site, and that they will be accessible in all weathers. They will be designed and located to ensure that environmental and fire protection requirements are met, and that they can be accessed in accordance with Health and Safety requirements.

Impact on Residential Amenity

- 6.38 The application site adjoins the rear gardens of properties to the north and west of the site. As already pointed out the site is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from these nearby residential properties. The back of the site next to the boundary previously contained two warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground).
- 6.39 To the back of the site next to the rear gardens to the properties on Devonshire Hill Lane/ Norfolk Avenue will be the smallest of the industrial units. The difference in levels between the application site and the gardens of the adjoining residential properties, with the associated retaining wall and the wooded steep bank above will largely conceal the building from view from these residential properties. The distance between the nearest industrial unit and the back of the nearest residential property is approximately 30 metres. The units at the rear will in fact act as a screen to the majority of the back gardens to these residential properties. The revised access and parking arrangements to the site will keep traffic movement away from the boundaries of the site. The elevation treatment in particular the neutral colours will reduce the visual impact of the new buildings on adjoining properties while providing a satisfactory appearance for this industrial park.
- 6.40 Bearing in mind the previous site layout and the building heights and the associated difference in levels with the adjoining site, the proposed site layout and associated building heights will be sensitive to it surrounding and therefore ensuring a satisfactory relationship with the nearby residents properties. The proposal will not have an adverse impact on the amenity of these properties in terms of overshadowing or loss of daylight/ sunlight.

- 6.41 While the actual building forms are not otherwise considered to likely impact the amenities and quiet enjoyment of the nearest neighbouring residential properties, some consideration should be given to noise and disturbance arising from construction works and hours of operation. The imposition of some conditions can reduce the impacts of the development on these nearby residents, namely controls on hours of construction; control on hours of use; limiting the industrial units to the rear of the site to B1 or B8 use. The applicant's have indicated that the comply with the 'Considerate Constructors Scheme's'
- 6.42 Overall it is considered that by virtue of the siting and design of the proposed industrial units, there will be no detrimental impact on the visual and residential amenities of amenities of surrounding properties.

Planning Obligations/ Section 106 Agreement

- 6.44 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.
- A revised access arrangement is proposed for the site. This will necessitate works under S278 of the Highways Act 1980, as outlined above. The applicant shall be required to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop. Additionally, the agreement is to include a scheme to improve street lighting and footway resurfacing within the vicinity of the site and the planting of replacement street trees within the vicinity of the site.
 - The applicant will be required to make a financial contribution by way of S106 Agreement to support local employment opportunities either as part of the Haringey Guarantee project, or by other appropriate means agreed with the Council. A contribution of £22,500.00 has been agreed.
 - The applicant will be required to enter into a Construction Training and Local Labour Agreement including a requirement for contractors to adhere to national or local schemes to promote employment amongst under-represented equality groups and local residents from Haringey.

7. CONCLUSION

- 7.1 The principle of the redevelopment of this site for business, industrial and warehousing uses is consistent with existing national strategic, London Plan and local planning guidance regarding new employment development. The redevelopment of this former brownfield industrial site for employment purposes is welcomed as it will suitably consolidate the function of this defined employment area and will enhance the economic viability and job creation potential of this part of the Borough. The siting, built form, design and appearance of this proposed industrial units and its associated access points to this new industrial estate are considered acceptable. The

proposal will not adversely affect the residential and visual amenities of nearby residents.

- 7.2 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 and subject to a Section 106 Agreement.

8. RECOMMENDATION

RECOMMENDATION 1

- 8.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/0814, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) The applicant to enter into a Section 278 Agreement securing a £70,000 (seventy thousand pound) contribution for works related to the creation of the ghost island right turn facility and relocation of the vehicle access and bus stop, in addition to a scheme to improve street lighting and footway resurfacing within the vicinity of the site;
- (1.2) A financial contribution of £22,500.00 be provided by way of S106 Agreement to support local employment opportunities either as part of the Haringey Guarantee project, or by other appropriate means agreed with the Council;
- (1.3) The applicant to enter into agreement to enter into a Construction Training and Local Labour Agreement;
- (1.4) The developer to pay a administration / monitoring cost of £2,500.00 in connection with this Section 106 agreement.

RECOMMENDATION 2

- 8.2 That in the absence of the Agreement referred to in the resolution above being completed by 31st January 2012, planning application reference number HGY/2011/0814 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution for highway and access improvements to this site the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

RECOMMENDATION 3

8.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

8.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/0814 and the Applicant's drawing No.(s) E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1 and subject to the following conditions:

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 / SITE LAYOUT

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 new front boundary treatment, including landscaping, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the residential units hereby approved.

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

4. Notwithstanding the details shown on drawing No A003 J details of a scheme of hard and soft landscaping including details of the front boundary treatment shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

Reason: To ensure a satisfactory appearance to the development.

5. A detailed Waste Management Plan (WMP) (to include details for the disposal, processing, recycling and storage of waste for the units hereby approved, in addition to details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building. The operations of each unit shall be carried out in accordance with the approved WMP in perpetuity unless minor variations are otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. Prior to the commencement of construction works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

CONTROL ON USE/ ACTIVITIES WITHIN THE SITE

7. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

8. No deliveries shall be loaded or unloaded within the site between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

9. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

- 10 No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

11. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

12. No external lighting shall be installed on the site without the prior written consent of the local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

13. Units 2a & 2b hereby permitted, as indicated on DWG:A012 shall be restricted to use classes B1 'Business' or B8 'Storage or Distribution' only as defined in the Town and Country Planning (Use Classes) Order (as amended, or any Order revoking or re-enacting that Order) while the other units hereby permitted shall be used solely as specified in the application for classes B1, B2 and B8

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

PARKING / TRANSPORTATION

14. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

15. Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the Local Planning Authority's standards.

SUSTAINABILITY / RENEWABLE ENERGY

16. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the

hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target.
- The maximisation of Sustainable Drainage Systems (SUDS) on site.

Reason: To minimise the risk of flooding, and to improve and protect water quality.

17. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

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

18. Prior to the commencement of development in terms of any unit / building hereby approved, the developer shall provide a copy of the final Building Research Establishment (BRE) certificate confirming that the building design achieves a minimum BREEAM rating of Very Good. The BREEAM Post Construction Assessment shall be carried out on a sample of the development in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability.

CONSTRUCTION

19. 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.

20. 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 and these works shall be carried out as approved.

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

16. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

INFORMATIVE: The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

INFORMATIVE: At the present time the London Fire Brigade has a policy of free annual inspections. If you would like your premises to be included in the test programme then please notify the London Fire Brigade, 169 Union Street, London SE1 0LL Tel 0208 555 1200.



Figure 1: Aerial Photo of Previous Site Layout



Figure 2: CGI of Proposed Site Layout



Figure 4: Indicative Front Elevation