



## **1. SITE AND SURROUNDINGS**

- 1.1 The application site relates to part of the former Bridisco site located on White Hart Lane. The site is 2.59 acres (1.048 hectares) in size and represents approximately 40% of the overall Bridisco site which is designated as a Defined Employment Area. The larger Bridisco 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. The Bridisco 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 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.
- 1.2 To the east of the Bridisco 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.
- 1.3 The buildings on the Bridisco site have been demolished and the site cleared. The site comprised of a warehouse building of steel portal frame construction with brickwork elevations and a three storey offices fronting White Hart Lane. The site is generally flat, however the surrounding land rises moving south to north, with the site forming a plateau cut into the slope. 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 This application is for the construction of one industrial building accommodating 3,627 (39, 047 59ft) of gross internal B8 and B1 employment floorspace with ancillary trade counter, together with revised site access and associated highway works, signage and sustainable urban drainage. This application represents an alternative development for the south western part of that site, replacing Unit 1 proposed as part of planning application HGY/2011/0814. This application also involves modification to the access arrangements to the site.
- 2.2 The proposed unit will provide employment floor space within the B8 land use classes. The warehouse will have a floor space of 3,382 square metres (36,405 square ft), the majority of which will be used for the purposes of storing building materials along with the external yard. A small trade only counter will be provided at the front of the building, and a small mezzanine level providing ancillary staff facilities and customer use. Associated with the warehouse use there will be 52 bays for loading, customer parking spaces & staff parking spaces with 16 cycle parking spaces.

- 2.3 The proposed unit will accommodate a Selco builder warehouses facility: a trade only supplier of building materials. Selco have operated as a trade only supplier of building materials since 1938 and operates over 28 builders' warehouses nationally. Selco warehouses supply building materials to the building trade industry only and not to the general public. A typical Selco warehouse employs between 50 and 60 people; comprising of a cross-section of employment skills: including management, supervisory, technical, sales, forklift drivers, drivers, office clerical and manual.

### 3. PLANNING HISTORY

OLD/1987/2088 - Erection of single storey extension comprising 1300m<sup>2</sup> 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

HGY/2011/0814 - 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 – Resolved to be approved 12/09/2011 – Subject to S106 agreement.

### **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**

4. CONSULTATION

| Statutory            | Internal  | External   |
|----------------------|---|--|
| Environmental Agency | Ward Councillors<br>Transportation<br>Legal<br>Environmental Health<br>Building Control | <u>Local Residents</u><br><br>1-15 (c) The Green,<br>Devonshire Hill Lane<br>1 – 31 (o) Devonshire<br>Road<br>449-470 (e) White Hart<br>Lane<br>2-48 (e) Devonshire Road<br>133-167 (o) Devonshire<br>Hill Road<br>167a Devonshire Hill<br>Lane<br>1-16 Butterfield Close,<br>Devonshire Road<br>1-2 Butterfield Close,<br>Devonshire Road<br>82-156 (e) Devonshire<br>Hill Lane<br>169-177 (o) Devonshire<br>Hill Lane<br>1-10 (c) Devonshire<br>Gardens<br>492-498 (e) White Hart<br>Lane<br>341, 343, 350 White Hart<br>Lane<br>335-337 White Hart Lane<br>484-490 (e) White Hart<br>Lane<br>11-24 © Devonshire<br>Gardens<br>59-67 (o) Fenton Road |

## 5. RESPONSES

### Transportation

- 5.1 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 of local transport services with a two-way frequency of 43 buses per hour. It is therefore reasonable to assume that some members of staff would use sustainable transport for journeys to and from the site. However, given the low PTAL and nature of use it is likely that prospective patrons would use private vehicles to travel to and from the site.
- 5.2 The proposal approved under planning application had a total of 50 parking bays. The current application will result in an additional 35 parking bays, bringing the site total to 85 parking bays. It is considered, given the nature of use and location of this proposed unit, that the level of parking provision is justified in this case. Furthermore, the applicant has provided cycle storage in line with Haringey Council standards.

|                     | Previous use | Approved use | Proposed use |
|---------------------|--------------|--------------|--------------|
| <b>Morning peak</b> | 49           | 28           | 36           |
| <b>Evening peak</b> | 61           | 47           | 51           |

**Table 1: Showing peak traffic flows for the previous, approved and proposed uses**

- 5.3 Our analysis of the TRAVL database indicates that during the morning peak period of 8:00am- 9:00am there is a predicted trip rate of 36 vehicles (please see table 1 above), which is an increase of eight vehicles when compared to the development recently approved under planning application no. HGY/2011/0814. However, even taking into account the higher traffic flow, it is estimated that the whole site (including the proposed Selco Trading Centre) will generate approximately 13 less vehicle movements during the morning peak than that associated with the sites previous use. Furthermore, during the evening peak period of 5:00pm- 6:00pm, it is predicted that there will be an increase of four vehicles resulting in approximately 51 vehicular movements. However, this trip rate is still lower than the 61 movements associated with the sites previous use. Therefore, the highway and transportation authority agree that the proposal is unlikely to have any significant impact on the local highway network.
- 5.4 It has been noted that the applicant intends that the main site access be used to serve the development and that the existing access be altered to form a dropped kerb footway crossover, providing access to a substation and phone mast compound. This alteration is welcomed as it will result in the removal of a potential point of conflict. Therefore, the highway and transportation authority

would not object to this application subject to the imposition of the following condition:

1. The designated Local 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.

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

- 6.1 This current application follows on from an application (recently resolved to be approved on 12<sup>th</sup> September 2011) 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 was considered acceptable and consistent with existing national strategic, London Plan and local planning guidance regarding employment development. Similar to the previous application 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 will bring 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.
- 6.7 As outlined in the Officers report for the recent application (HGY/2011/0814) it was 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. Based on the current application the former Bridisco site would accommodate a total proposed gross internal area of 12,116 square metres in comparison to 17,811.73 square metres in the former Bridisco site.



## Design, Form & Layout

- 6.8 The proposed new industrial unit will be located to the left of the new central access way to the site, which in comparison to the previous scheme will be adjusted/ moved eastwards by 2.2m. Associated with the warehouse use there will be 52 bays for loading, customer parking spaces & staff parking spaces with 16 cycle parking spaces. The customer vehicle parking will be provided to the front of the building while parking/ access for deliveries and customer pick up of bulk items will be provided to the back of the industrial unit.
- 6.9 The building will measure 55.9 in width and 58.5 in depth. In keeping with the height of the industrial units approved under planning ref: HGY/2011/0814 the haunch height to the warehouse will be 8 metres and ridge height 10.4 metres. The building will be 1 metre below the other units to suit the existing lower level of the south-west corner of the site.
- 6.10 The warehouse will be provided with an automatic sliding door entrance and two automatic sliding door exits with a larger automatic sliding door link between the warehouse and external storage. The service yard to the rear of the warehouse will have electrically operated level access steel shutters while the storage yard will served by secure gates.
- 6.11 The warehouse is provided with ground floor offices serving the trade counter, storage. Stairs and a platform lift will serve the first floor mezzanine which will contain male and female toilets, staff canteen, offices, training room and storage.
- 6.12 Similar to the previously approved scheme this industrial warehouse unit will faced in profiled metal cladding and roofing sheets supported by portal steel frames. The colour scheme for this unit will be designed to meet Selco's national corporate colours. The horizontal profile cladding will be in pale grey (Goosewing Grey) to allow the low pitch pale blue (Albatross) roof to appear floating with mid blue (Denim) vertical cladding as a contrast.
- 6.13 The development will also include signage attached to the main building frontage, and on a separate totem to the front of the site. Separate advertising consent will be submitted for these elements.
- 6.14 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

- 6.15 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).
- 6.16 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.
- 6.17 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. The landscaping proposed will be of shrubs of the long life/low maintenance variety.

### Transport and traffic impact

- 6.18 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.
- 6.19 As per the previous application the planning application is supported by a Transport Assessment (carried out by ITP) and a Travel Plan. The traffic generation from the proposed development (as a stand alone use) alongside that approved for the rest of the site are outlined/ predicated as well as that associated with the previous lawful site use, based on historic trip rate data within the TRAVL database. In order to predict car parking accumulation for t
- 6.20 Analysis of the TRAVL database indicates that during the morning peak period of 8:00am- 9:00am there is a predicted trip rate of 36 vehicles which is an increase of eight vehicles when compared to the development recently resolved to be approved under planning application ref: HGY/2011/0814. However, taking into account the higher traffic flow, it is estimated that the whole site (including the proposed Selco Trading Centre) will generate approximately 13 less vehicle movements during the morning peak than that associated with the sites previous use. Furthermore, during the evening peak period of 5:00pm- 6:00pm, it is predicted that there will be an increase of four vehicles resulting in approximately 51 vehicular movements. However, this trip rate is still lower than the 61 movements associated with the sites previous use. Therefore, the highway and transportation authority agree that the

proposal is unlikely to have any significant impact on the local highway network.

- 6.21 It is noted that the applicant intends that the main site access be used to serve the development and that the existing access be altered to form a dropped kerb footway crossover, providing access to a substation and phone mast compound. This alteration is welcomed as it will result in the removal of a potential point of conflict. In order warehouse building to be provided it will have to be delivered alongside the proposals for the rest of the former Bridisco site, or at very least along with the new access arrangement to the site. In addition taking into account the increased pedestrian/cycling activity arising from this development the Highway and Transportation authority would require off-site improvements to enhance street lighting and footway conditions within the vicinity of the site, as well as the relevant works required in relation to the ghost island right turn facility and relocated bus stop. Such works will need to be secured via a Section 278 Agreement.
- 6.22 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.

#### Sustainable Drainage and Flood Risk

- 6.23 A Flood Risk Assessment was carried and submitted with the application in accordance with the requirements of PPS25. The Environment Agency has been consulted. 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.
- 6.24 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
- 6.25 The layout incorporates surface water attenuation which will help 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. The storage capacity of the proposed underground storage tanks makes appropriate provision to ensure that surface water volumes which would arise from the part-implementation of application HGY/2011/0814 can be accommodated.

6.26 It is considered the proposal would meet the requirements of the PPS25 and subject to the mitigation measures proposed; namely finished floor levels being be raised a minimum of 150mm above external levels (wherever possible) and external levels falling away from buildings and entrances and be arranged so as to divert overland exceedence flow to safe storage areas or strategic flood routes, 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

6.27 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 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.

6.28 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.

6.29 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.

6.30 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

- 6.31 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

- 6.32 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.
- 6.33 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

- 6.34 As outlined in the previous application each business unit will have its own waste storage facilities and receptacle. The Selco warehouse will have its own waste storage facilities and receptacles, as shown in drawing number 11-068-A003-D Site Plan. This means that the storage of receptacles will be tailored to meet the needs of the Selco operation with responsibility for managing the cleanliness and security of those facilities
- 6.35 The receptacle storage area 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.
- 6.36 The receptacle storage area will be located to ensure that it is proximate to the proposed warehouse and to the main means of access to the site, and that it will be accessible in all weathers

### Impact on Residential Amenity

- 6..37 As already pointed out the broader Bridisco 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 Bridisco site next to the boundary previously contained two warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground).

- 6.38 The warehouse unit in question while of a slightly different footprint to that proposed in the recent scheme, it is still considered that the layout and associated building heights will be sensitive to it surrounding and therefore ensuring a satisfactory relationship with the nearby residential properties. The proposal will not have an adverse impact on the amenity of these properties in terms of overshadowing or loss of daylight/ sunlight.
- 6.39 Overall it is considered that by virtue of the siting and design of the proposed industrial unit, there will be no detrimental impact on the visual and residential amenities of surrounding properties.

#### Planning Obligations/ Section 106 Agreement

- 6.40 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. In dealing with the recent application for the broader Bridisco site under planning ref: HGY/2011/0814, the LPA secured the following:
- 'Highway Works' – a requirement to enter into a Section 278 Agreement securing £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;
  - 'Haringey Guarantee Sum' - a sum of £60,000 (sixty thousand pounds) to be used by the Council towards the cost of securing training and employment opportunities for residents of Haringey;
  - 'Community Benefits Sum' - a sum of £32,200 (thirty two thousand two pounds) to be used by the Council towards the carrying out of environmental improvements in the vicinity of the site;
  - Monitoring Sum – a sum of £3000 (three thousand pounds) to be used by the Council in monitoring the performance of this Deed.
- 6.41 The LPA recognise that the proposed development could be implemented as a stand alone building; however the applicants have indicated that it is the intention to deliver the proposal alongside the proposals for the remainder of the former Bridisco site. In terms of floorspace the Selco Builder Warehouse represents a third of the floorspace, relative to the proposal for the remainder of the site.

6.42 In the event that the proposal is implemented separate to the rest of the site, the LPA would need to secure the highway works as outlined above as part of a S278 agreement and a third of the other contributions already agreed:

- 'Haringey Guarantee Sum' - a sum of £20,000 (twenty thousand pounds) to be used by the Council towards the cost of securing training and employment opportunities for residents of Haringey;
- 'Community Benefits Sum' - a sum of £10,700 (ten thousand seven hundred pounds) to be used by the Council towards the carrying out of environmental improvements in the vicinity of the Site;
- Monitoring Sum – a sum of £1,000 (one thousand pounds) to be used by the Council in monitoring the performance of this Deed

6.43 However, in the event that the proposed building is delivered alongside the proposals for the remainder of the former Bridisco site, for procedural reasons the LPA can accept a deed of variation to the current agreement to tie in the amended site layout with the signed S106 Agreement.

## 7. CONCLUSION

7.1 The principle of the redevelopment of this site for business, industrial and warehousing uses was recently considered under application ref: HGY/2011/0814. 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 unit and its associated access point are considered acceptable. Although this proposal could be considered as a stand-alone application, it is very likely to be delivered alongside the proposals for the remainder of the former Bridisco site. The proposal would also be compatible with adjoining land-use activities and would not detract from current levels of amenity as enjoyed by neighbouring residents.

7.2 The proposal is considered to be consistent with existing national strategic, London Plan and local planning guidance regarding new employment development. It is therefore recommended that planning permission be granted subject to conditions and subject to a S106 Agreement or a deed of variation to the current S106 Agreement for the broader Bridisco site in connection with application reference HGY/2011/0814.

## 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/2011/1566, 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) Haringey Guarantee Sum' - a sum of £20,000 (twenty thousand pounds) to be used by the Council towards the cost of securing training and employment opportunities for residents of Haringey;
- (1.2) 'Community Benefits Sum' - a sum of £10,700 (ten thousand seven hundred pounds) to be used by the Council towards the carrying out of environmental improvements in the vicinity of the Site;
- (1.3) Monitoring Sum – a sum of £1000 (one thousand pounds) to be used by the Council in monitoring the performance of this Deed

Or

Subject to a pre-condition that the owners of the application site shall first have entered into a deed of variation to the current S106 Agreement for the broader Bridisco site in connection with application reference HGY/2011/0814.

### 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/2011/1566 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 HG/2011/1566 and the Applicant's drawing No.(s) B001, B002, D001, Yard Plan 4 (Date 21.03.11) 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 the approved drawings 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. 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

- 6 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.

- 7 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.

- 8 There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the building on site, other than that shown on the approved drawing (Yard Plan 4 – Date 21.03.11), without the prior written approval of the Local Planning Authority.

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

- 9 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.

10. 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.

11. 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.

#### PARKING / TRANSPORTATION

12. 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.

13. 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

14. 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.

15. 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.

16. 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

17. 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.

18. 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.

19. 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.

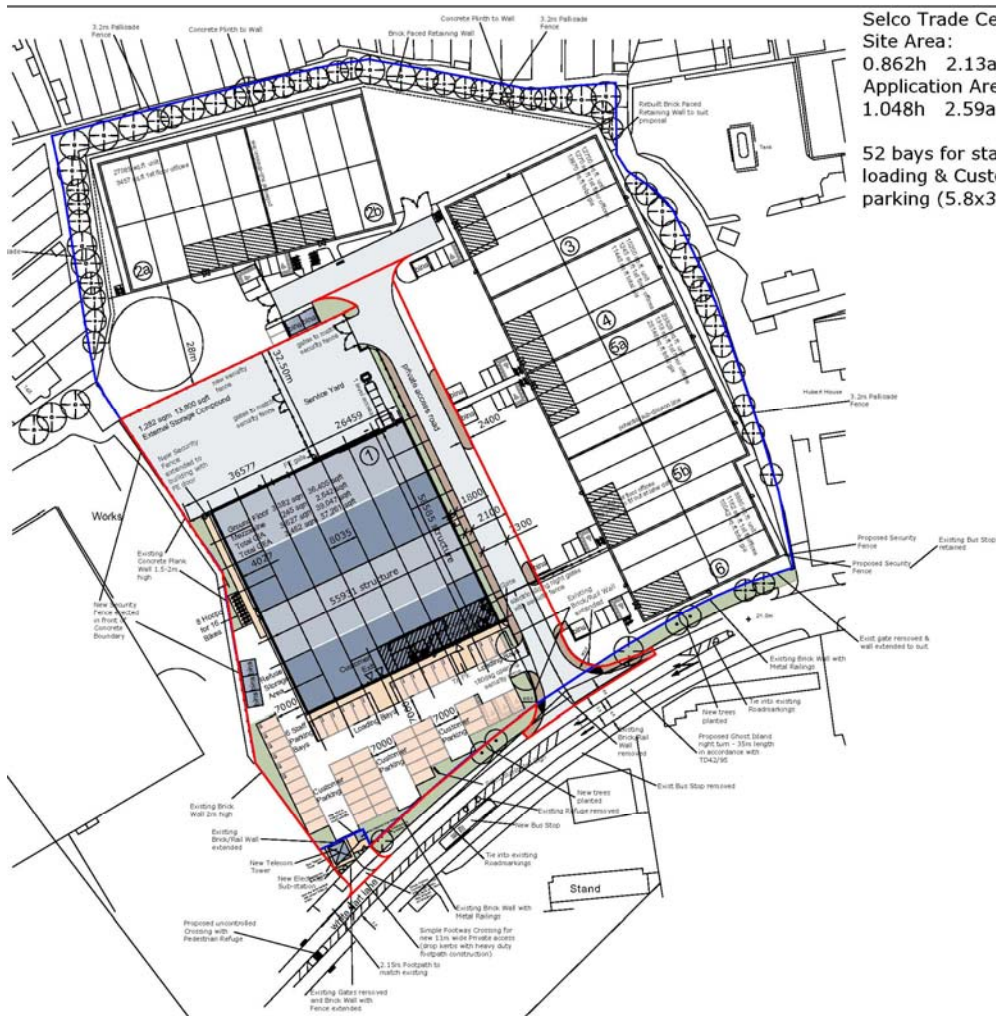
INFORMATIVE: The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should 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 0LLTel 0208 555 1200.

#### REASON FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- (a.) The proposal is considered to be consistent with existing national strategic, London Plan and local planning policy, namely 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).
- (b.) The proposal is acceptable for the following reasons:
  - I. The siting, built form, design and appearance of this proposed industrial unit and its associated access point are considered acceptable;
  - II. The proposal would also be compatible with adjoining land-use activities and would not detract from current levels of amenity as enjoyed by neighbouring residents.



Selco Trade Centre  
 Site Area:  
 0.862h 2.13acres  
 Application Area:  
 1.048h 2.59acres  
 52 bays for staff,  
 loading & Customer  
 parking (5.8x3m)

Figure 1: Site Layout Plan





Figure 2: Aerial Photo of Previous Site Layout



Figure 3: Layout Proposed Under Application Ref: HGY/2011/0