

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/0688	Ward: White Hart Lane
Address: 500 White Hart Lane, London, N17 7NA	
<p>Proposal: Application for a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit.</p>	
Existing Use: B8/Sui Generis	
Proposed Use: B1 (Light Industrial)	
Applicant: Tottenham Hotspur Football Club	
Ownership: Private	

DOCUMENTS
Title
Design Statement
Sustainability Statement

PLANS		
Plan Number	Rev.	Plan Title
09/0721/002		Existing Plan
09/0721/003		Existing elevations (photos)
09/0721/004		Existing Tree Plan
09/0721/005	A	Proposed Plan
09/0721/006	A	Proposed Elevations and Roof Plan

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PLANNING DESIGNATIONS:

- Locally Significant Industrial Site

RECOMMENDATION

GRANT PERMISSION subject to conditions and the completion of a s106 legal agreement

SUMMARY OF REPORT

On the 12th May 2010, permission was granted to demolish the existing buildings at 500 White Hart Lane and erect a new light industrial unit 2261sqm in area. That permission expires after 3 years and the current application seeks a new replacement permission in order to extend the time limit for implementation.

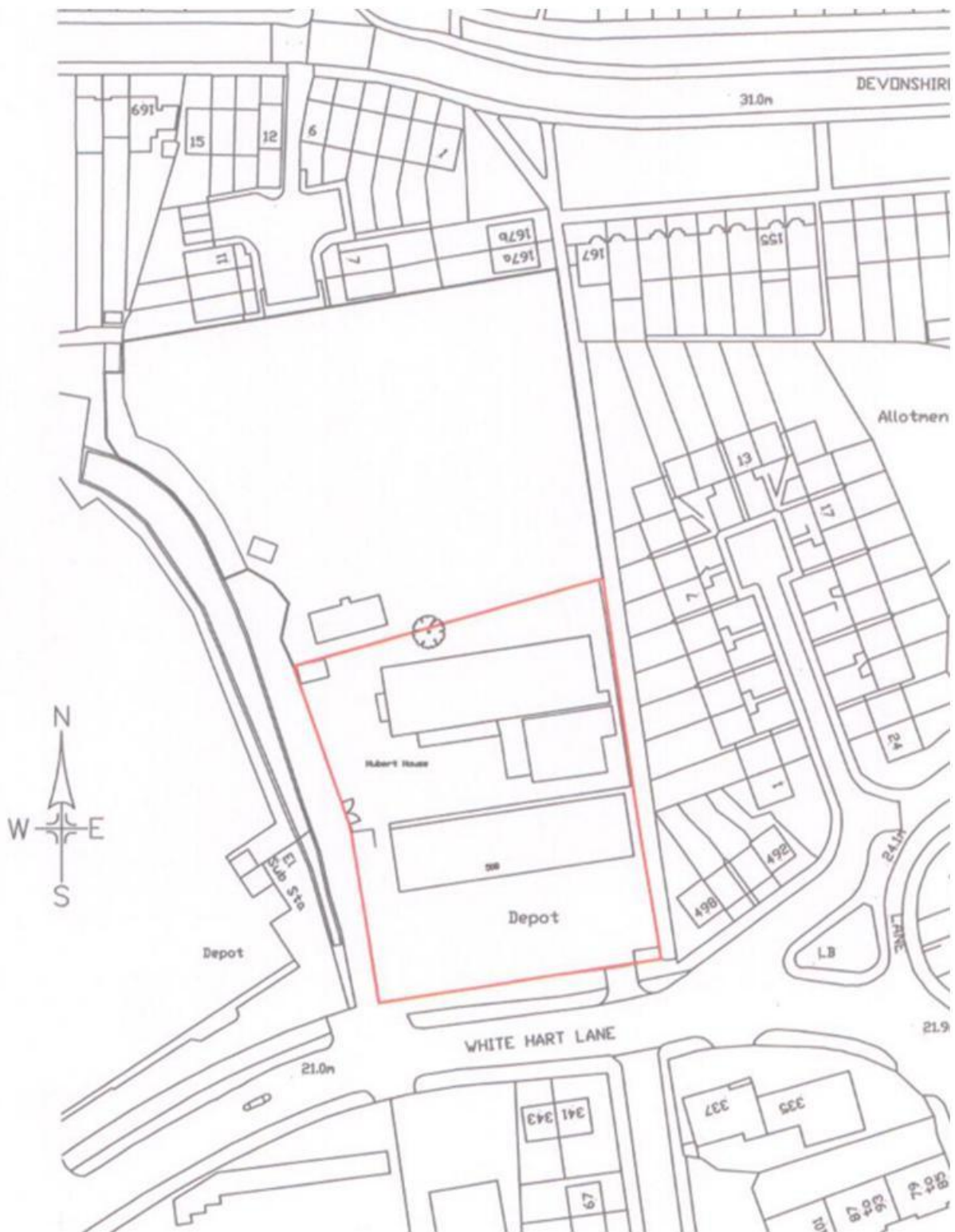
Since the original permission, new planning policy has been adopted under the London Plan 2011 and the Haringey Local Plan 2013-2026. However, subject to updated conditions, the proposal is still considered acceptable under these policies and granting a new permission would not harm to the appearance and character of the local area, residential amenity or local highway and transport networks. Furthermore, no objections were received.

The existing s106 requiring a financial contribution towards local environmental improvements will be updated to apply to this application should permission be granted.

Accordingly, approval is recommended subject conditions and s106 agreement.

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1.0 SITE PLAN

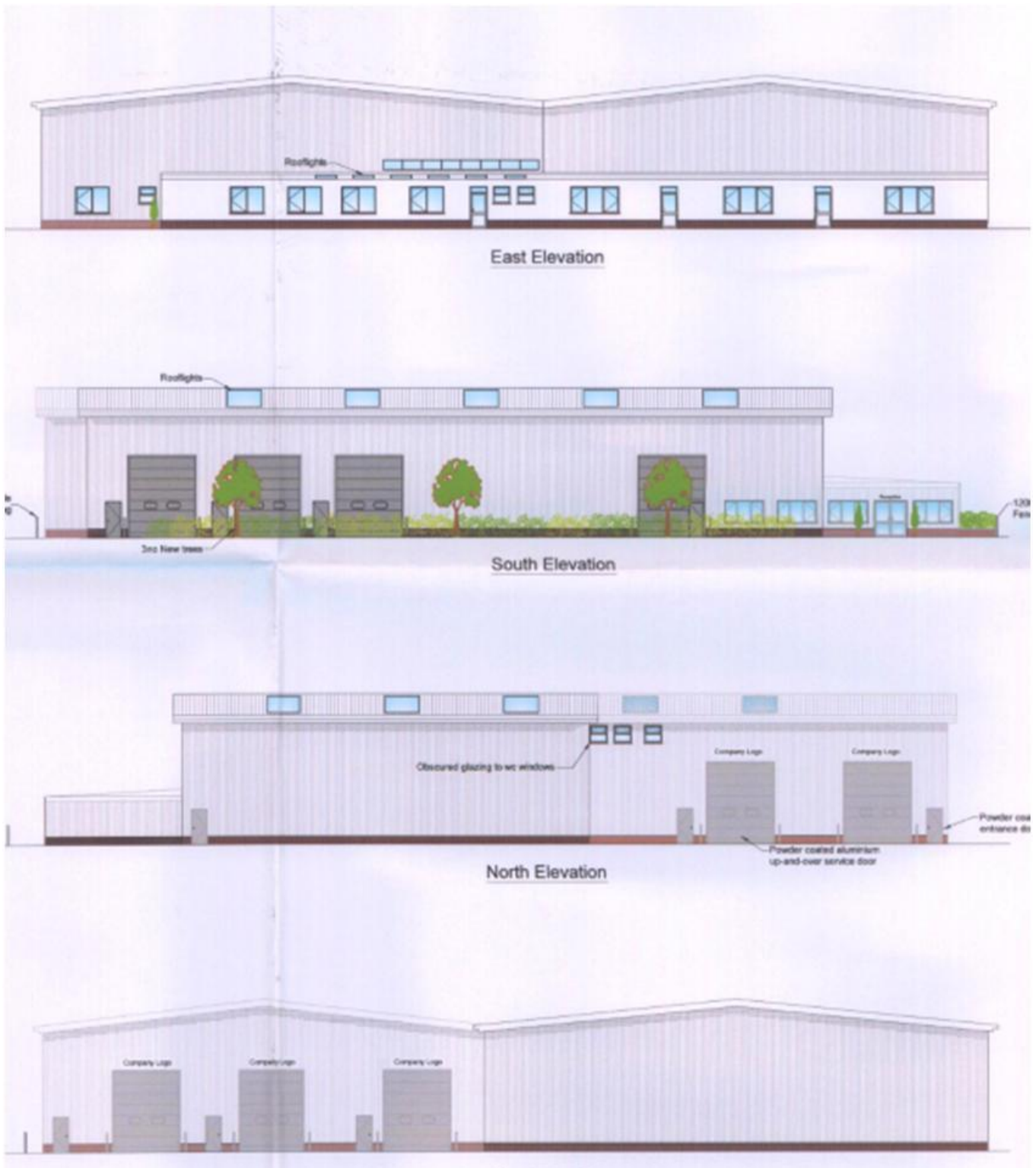


2.0 IMAGES

Ground Floor Plan



Elevations



3.0 SITE AND SURROUNDINGS

- 3.1 The application site is now mostly vacant but once comprised two vacant commercial buildings on the north side of White Hart Lane, close to the junction with Fenton Road. The building known as 500 White Hart Lane was single storey with a pitched roof and was closest to the road frontage. It most recently accommodated a timber and builder's merchants. The second building was known as Hubert House and was part single-, part two-storey derelict building which once accommodated a vehicle repair centre. These buildings have now been demolished.
- 3.2 The site lies in a mixed residential and commercial area. Development to the east along Devonshire Gardens and Devonshire Road and development is south immediately across White Hart Lane is residential. To the north is a builders yard and to the west is a large commercial/industrial building.

4.0 PLANNING HISTORY

- 4.1 Following the grant of permission for a new B1 Light Industrial building in 2010, the permission was amended to increase the size of the building by 192sqm. Prior to these applications, the site has been used for various commercial and industrial uses.

HGY/2010/1189 - 500 White Hart Lane - Non-material amendments following a grant of planning permission HGY/2009/2140 to increase the size of the building by 192 sqm and minor changes to the elevations - GRANTED

HGY/2009/2140 – 500 White Hart Lane - Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit - GRANTED

HGY/2008/2057-Unit A 500 White Hart Lane London - Change of use of existing property to vehicle repairs / servicing and retention of extract duct system - GRANTED

HGY/2007/0115 - 500 White Hart Lane Tottenham London -Erection of 2.12m high perimeter fencing - REFUSED

HGY/2002/1376 - 500 White Hart Lane London -Demolition of existing buildings and erection of two temporary storage buildings comprising 4,047 square metres in total - GRANTED

HGY/2000/0085 - 500 White Hart Lane London -Erection of a single storey portal framed storage building - GRANTED

HGY/1990/1035 - 500 White Hart Lane London –Change of use to open car storage - REFUSED

OLD/1986/1777- 500 White Hart Lane London -10/7/86 Erection of two storey extension to provide additional office and cold storage facilities.

OLD/1984/1779 - Hubert House 500 White Hart Lane -9/1/84 Erection of new cold room - GRANTED

OLD/1983/1762 - Hubert House 500 White Hart Lane - Change of use of first floor to social club – REFUSED

OLD/1982/1626 - Hubert House 500 White Hart Lane - Change of use of first floor to social club – REFUSED

OLD/1982/1625 - Hubert House 500 White Hart Lane - Change of use of top floor to nightclub – REFUSED

OLD/1977/1404 - Hubert House 500 White Hart Lane - Lane 77 Erection of exterior cold store for frozen meat and poultry.

5.0 PROPOSAL DESCRIPTION

5.1 The application seeks a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit. The permission expired 12 May 2013 but was extant when this application for renewal was submitted.

5.2 The proposed building provides 2261 sqm of light industrial space, a small portion of which is for supporting offices. The building is located roughly in the centre of the site and has a maximum length of 55m and width of 48m. The majority of the building is 2-storey high with a maximum height of 9m to the ridge of the roof and 7m to the eaves. Along the east side the building is single storey and 3.3m high. The building consists mostly of metal sheeting sitting on a red brick plinth. Windows are powder coated aluminium.

6.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

London Plan 2011

Policy 4.4 Managing Industrial Land and Premises

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture

Haringey Local Plan 2013-2026

SP1 Managing Growth
SP7 Transport
SP8 Employment
SP9 Improving skills and training to support access to jobs and community cohesion and inclusion
SP11 Design

Saved Unitary Development Plan 2006 Policies

UD3 General Principles
UD7 Waste Storage
EMP5 Promoting Employment Uses
M10 Parking for Development

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

7.1.1 Internal Consultees

- Building Control
- Transportation
- Cleansing

7.1.2 External Consultees

- Ward Councillors

7.1.3 Local Residents and businesses

- Residents and business occupiers of 181 properties were consulted in the general area of the application site.

Any further comments received will be reported to the Committee.

8.0 ANALYSIS / ASSESSMENT OF APPLICATION

8.1 Background

8.2 This application takes advantage of national regulations introduced in October 2010 to permit applications to extend the timescale for implementing existing planning permissions. These regulations were introduced to help address the impacts of the economic recession and the property market downturn.

8.3 Government Guidance advises that local planning authorities should, in making their decisions, focus their attention on development plan policies and other material considerations which may have changed significantly since the original grant of permission.

8.4 Principle of Development

8.4.1 London Plan 4.4 requires a sufficient stock of land and premises to be available for different types of industrial and related uses in different parts of London. The site is part of a Locally Significant Industrial Site as identified under Policy SP8 in the Haringey Local Plan. Such sites are safeguarded for a range of Industrial uses (B1 (b), (c), B2 and B8). Saved UDP Policy EMP5 supports proposal for employment generating uses within Defined Employment Areas (an earlier designation under the 2006 UDP).

8.4.2 The proposal is for a B1 Light Industrial Unit to replace a former B8 (storage) and Sui Generis (car repair) use. The proposed use will retain the industrial use of the site and is likely to result in higher employment density. The principle of the development continues to be supported by planning policy.

8.5 Design and appearance

8.5.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' continue this approach.

8.5.2 The proposed design is typical of a commercial and industrial building and is in keeping with the character of the recently constructed industrial estate at 550 White Hart Lane. The demolished buildings were of no architectural value and the replacement buildings will result in an improved appearance to the local area and the proposed landscaping will create a better frontage to White Hart Lane.

8.5.3 The design was considered acceptable when approved in 2010 and is still considered acceptable under current planning policy.

8.6 Impact on Amenity

- 8.6.1 London Plan Policy 7.6 'Architecture' and Saved UDP Policy UD3 requires development proposals to have no significant adverse impacts on the amenity of surrounding development.
- 8.6.2 The proposed building is similar in height to the building which previously occupied the site but it has been laid out so that the single storey element is closest to the residential properties to the east. Separating these nearby houses from the application site is an approximately 3.5m wide access lane. This serves as a buffer to reduce the impact of the proposed building. This arrangement results in the shortest distance between the 2-storey element and the nearest house (no. 7) being 22m. There is no other nearby residential development which would be affected by the height of the proposal.
- 8.6.3 All but three windows are either on the ground floor or on the roof. The remaining three are on the first floor but are obscure glazed to prevent overlooking. There would be no loss of privacy to nearby residents.
- 8.6.4 The building is set away from residential properties but any noise generated will be subject to control under Environmental Health legislation.
- 8.6.5 The impact on amenity was considered minor when approved in 2010 and is still considered acceptable under current planning policy.

8.7 Traffic and Parking

- 8.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 8.7.2 The application has been assessed by the Council's Transportation Planning team and no objection is raised.
- 8.7.3 The application site has a medium Public Transport Accessibility Level (PTAL) of 3. It is therefore considered that a number of staff members would travel to and from the site using sustainable modes of transport. The proposed plan indicates the provision of 15 on-site parking spaces, plus an additional two spaces designated for the use of disabled blue badge holders. This level of parking is in excess of the standard set out within the UDP. However, given the location of the site and the nature of use this higher level of parking provision would be considered acceptable to help mitigate local parking issues.
- 8.7.4 In addition, it is intended that larger vehicles service the proposed retail element from the existing access road adjacent to the site. This would

reduce the potential of conflict that would arise from service vehicles being parked on White Hart Lane.

- 8.7.5 It has been noted that the application includes cycle racks capable of holding six bicycles. However, in order to meet current Haringey Council and London Plan guidance the applicant will need to provide storage for 10 cycles which will need to be covered and secure. A condition will be applied to ensure this.
- 8.7.6 The applicant proposes to provide some elements of landscaping to the verge fronting the site. However, Council records indicate that this area forms part of the public highway and therefore any works falling within this area will need to be carried out under the agreement of the Council.
- 8.7.7 The impact on the highway network and parking demand is considered was considered acceptable when approved in 2010 and subject to a planning condition requiring additional cycle parking, is still considered acceptable under current planning policy.

8.8 Energy and Sustainability

- 8.8.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Policy 5.2 sets out the Mayor's 'lean, clean, green' energy hierarchy which prioritises energy use reduction, clean production and renewable production respectively.
- 8.8.2 Under the previous application, a condition was applied to require the submission of energy strategy to meet the sustainability policy in place under the Policy 4A.7 of the previous London Plan. This condition will be updated to reflect the requirements of Policy 5.2 mentioned above. This is equal to a 25% improvement on 2010 Building Regulations. The building will also be required to achieve BREEAM 'very good' standard.

8.9 S106 Planning Obligations and Community Infrastructure Levy (CIL)

- 8.9.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.
- 8.9.2 Attached to the previous permission is a s106 agreement requiring the contribution of £5,000 to provide environmental improvements, in particular to the land adjacent to the site facing White Hart Lane. The contribution is required to provide the landscaping and is therefore still considered appropriate and necessary.
- 8.9.3 The s106 will be varied to relate to this application should permission be granted.

9.0 SUMMARY AND CONCLUSION

- 9.1 On the 12th May 2010, permission was granted to demolish the existing buildings at 500 White Hart Lane and erect a new light industrial unit 2261sqm in area. That permission has a 3 year time limit and the current application seeks a new replacement permission in order to extend the time limit for implementation.
- 9.2 Since the original permission, new planning policy has been adopted under the London Plan 2011 and the Haringey Local Plan 2013-2026. However, subject to updated conditions, the proposal is still considered acceptable under these policies and granting a new permission would not harm to the appearance and character of the local area, residential amenity or local highway and transport networks.
- 9.3 The existing s106 requiring a financial contribution towards local environmental improvements will be updated to apply to this application should permission be granted.
- 9.4 Accordingly, approval is recommended subject conditions and s106 agreement.

10.0 RECOMMENDATION

GRANT PERMISSION

Subject to the following conditions and a s106 Agreement

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans: 09/0721/002, 003, 004, 005A, 006A

Reason: To avoid doubt and in the interests of good planning.

EXTERNAL APPEARANCE

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

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

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours, means of enclosure, car parking layout, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting etc.), retained historic landscape features and proposals for restoration where relevant, and thereafter retained in perpetuity.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

5. No development shall be commenced until precise details of the siting and design of all walls, gates, fencing, railings or other means of enclosure to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: To ensure a satisfactory appearance to the development.

PARKING

6. Prior to the first use of the development hereby permitted, the applicant shall provide secure and covered cycle storage for ten bicycles.

Reason: To encourage the use of sustainable modes of transport and to comply with London Plan standards.

7. 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.

WASTE STORAGE

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

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

SUSTAINABILITY/ ENERGY EFFICIENCY

9. Prior to the implementation of the consent hereby approved, the applicant shall submit a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy set out under Policy 5.2 of the London Plan 2011. Thereafter the recommendations of the energy assessment shall be undertaken in full and required technology installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with G1, UD1, and UD2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006 and London Plan Policy 5.2.

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

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

CONSTRUCTION

10. Prior to the commencement of work on site a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented to the satisfaction of the Local Planning Authority.

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

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

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

12. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved

in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

11.0 APPENDICES

11.1 Appendix 1 – Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH Transportation	<p>No objection subject to conditions:</p> <p>1. Prior to the first use of the development hereby permitted, the applicant shall provide secure and covered cycle storage for ten bicycles.</p> <p>Reason: To encourage the use of sustainable modes of transport and to comply with London Plan standards.</p> <p>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.</p> <p>Reason: To minimise vehicular conflict at this location.</p>	Noted.
	EXTERNAL	None.	
	RESIDENTS	None.	