

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB-COMMITTEE

Reference No: HGY/2006/2067

Ward: Hornsey

Date received: 20/10/2006

Last amended date: N/A

Drawing number of plans CGL 782-01, 02D, 03C

Address: Cold Store, Cranford Way N8

Proposal: Partial demolition of former Ecco cold store warehouse, erection of single unit for B1(c), B2 or B8 use and 2 storey office extension to existing cold stores. Installation of new loading bay doors to existing building.

Existing Use: Commercial

Proposed Use: Commercial

Applicant: Wyforthe Ltd & Marroo Ltd.

Ownership: Private

PLANNING DESIGNATIONS

Road - Borough
Contaminated Land (GeoEnviron)

Officer Contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site comprises the cold store premises and buildings located within the Cranford way Defined Employment Area. The application site itself is located to the rear of the main buildings which front Tottenham Lane, (formerly known as the Botswana Meat Company), close to the main entrance to the DEA.

The application site is located to the east side of the Defined Employment Area adjacent to the main Kings Cross-Edinburgh railway line. It is separated from the residential properties in Rathcoole Gardens by the Access self-store building, which is slightly higher than the application building.

All vehicle and pedestrian access to the site is from Tottenham Lane via the internal access road within the DEA.

PLANNING HISTORY

There is no significant history to the application site.

DETAILS OF PROPOSAL

This application proposes the partial demolition of the former Ecco cold store warehouse, and the erection of single unit for B1(c), B2 or B8 use and 2 storey office extension to existing cold stores, and the installation of new loading bay doors to existing building.

The scheme retains 2660 square metres of newer storage buildings within the site. The proposed buildings will be positioned within the footprint of the existing older brick structures to be demolished. The new buildings will be up to a maximum height of approximately 6.5 metres, similar to the existing buildings.

The scheme will result in a total floorspace of approximately 3860 square metres, approximately 1300 square metres less than the existing arrangement. Of this 2210 square metres will be storage and 280 square metres office space. The existing service yard will be enlarged as a result of the development as the overall footprint of the replacement buildings is less than the existing.

The new buildings will match in size and appearance the existing buildings to be retained on the site.

CONSULTATION

Ward Councillors
Transportation
Design
Network Rail
Haringey Boys Club, Tottenham Lane
Units 1-17 Cranford Way
5, 54-64, 46b Tottenham Lane

RESPONSES

Ward Councillors – no responses received to date.
Transportation – no objections to the proposal.
Design - no adverse comments on the proposal.
Network Rail - no objections. Informative to be added to contact NR prior to commencement of the development.
Haringey Boys Club, Tottenham Lane – no responses received to date.
Units 1-17 Cranford Way – no responses received to date.
5, 54-64, 46b Tottenham Lane – no responses received to date.

RELEVANT PLANNING POLICY

Policy EMP2: Defined Employment Areas – Industrial Locations

The Council will seek to protect and enhance the Borough's Industrial Locations for the purposes of employment uses falling within use classes B1 (b) (c), B2 and B8 or similar uses. The Industrial Locations DEAs are amongst the most well established industrial areas in the Borough, and it is the Council's aim to retain and in some cases secure improvements to the land and buildings within these areas.

The preferred uses within these DEAs are research and development light and general industrial and warehousing B1 (b) and (c), B2 and B8.

Policy UD2: Sustainable Design and Construction

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. The Council would prefer, all things being equal, that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

Policy UD3: General Principles

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

Policy M10: Parking for Development

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

ANALYSIS / ASSESSMENT OF THE APPLICATION

The main issues in relation to this application are:

- Appropriateness of the use
- Impact on surrounding area
- Sustainability
- Movement

1. Appropriateness of the use

Policy EMP2: defined employment areas – industrial locations states that uses falling within use classes B1 (b) (c), B2 and B8 or similar uses are appropriate in industrial Defined Employment Areas. The uses proposed by this scheme,

which are replacement cold storage facilities and ancillary office accommodation, fall within these use classes and are therefore appropriate to the site.

Policy EMP2 of the UDP states that the Industrial Locations DEAs are amongst the most well established industrial areas in the Borough, and that the preferred uses within these DEAs are research and development, light and general industrial and warehousing B1(b) and (c), B2 and B8. Large scale B1(a) is not considered appropriate in these DEAs unless they are of an ancillary nature. The applicant has stated that the B1 unit would be used for purposes within B1 other than B1(a), and a condition is attached restricting the approved uses to B1(c), B2 and B8 uses.

2. Impact on surrounding area

Policy UD3: General Principles aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey. In particular, the policy seeks to protect residential amenity, ensure that the scale and nature of the development is appropriate to the area and that public and private transport networks are not adversely affected.

The scheme will result in a building that is used for the same purpose as the existing building but operates to modern standards. It will be no higher than the existing buildings and have a reduced footprint. It is positioned within the Defined Employment Area as far as possible from the closest residential properties replacing the existing structures. The enlarged service yard and new loading doors will improve vehicle manoeuvrability within the site. In this light, the proposal should result in an improvement of the present situation and not result in any adverse impact to the residential properties closest to the site or the surrounding area.

3. Sustainability

Policy UD2 Sustainable Design and Construction seeks to ensure that development in the borough maximises the potential of the site without causing any unnecessary local or global environmental consequences.

The applicant has submitted a separate sustainability report which sets out the significant sustainable features of the development. The principal features include:

- 1) Minimal site levelling to avoid excessive spoil removal from the site.
- 2) Retention of existing buildings where possible.
- 3) Green Guide used for new building materials.
- 4) Isolated location from residential areas, surrounded by other industrial uses.
- 5) Low glare, high efficiency lighting
- 6) Cycle storage
- 7) Design makes use of natural light, ventilation where possible
- 8) Modern materials to minimise heat loss from new buildings.

- 9) Makes use of presently unused area.
- 10) Will create new local jobs.

4. Movement

The new cold store will operate as a separate unit and will have its own access created in the site perimeter wall from the main site access road. This is internal to the site and will not affect vehicle movement in Tottenham Lane. The enlarged service yard improves site capacity and vehicle manoeuvrability.

Delivery lorries will be able to load and unload entirely within the site. Six car spaces are provided to the new unit with an additional two spaces for the office accommodation. Transportation is satisfied with this level of provision.

SUMMARY AND CONCLUSION

The application site comprises the cold store premises and buildings located within the Cranford Way Defined Employment Area.

This application proposes the partial demolition of the former Ecco cold store warehouse, and the erection of single unit for B1(c), B2 or B8 use and 2 storey office extension to existing cold stores, and the installation of new loading bay doors to existing building.

The scheme will result in a total floorspace of approximately 3860 square metres, approximately 1300 square metres less than the existing arrangement.

The main issues in relation to this application are:

- i) Appropriateness of the use
- ii) Impact on surrounding area
- iii) Sustainability and
- iv) Movement.

The uses proposed by this scheme, which are replacement cold storage facilities and ancillary office accommodation, fall within these use classes and are therefore appropriate to the site. The proposal should result in an improvement of the present situation and not result in any adverse impact to the residential properties closest to the site or the surrounding area. The scheme seeks to minimise any adverse effects in terms of its impact on the environment, both locally and nationally.

The scheme will not adversely affect existing public or private transport systems.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2067

Applicant's drawing Nos. CGL 782-01, 02D, 03C

Subject to the following conditions:

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.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. 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.
5. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.
Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
6. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the premises shall be used for purposes within Use Classes B1(c), B2 and/or B8 only and shall not be used for any other purpose including any purpose within Class B unless approval is obtained to a variation of this condition through the submission of a

planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

REASONS FOR APPROVAL

The scheme complies with the relevant policies in the adopted Unitary Development Plan July 2006, for commercial development in Defined Employment Areas and is considered to be appropriate in terms of the nature and scale of development, and will not result in any significant adverse impact on the surrounding area.