

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB -COMMITTEE

Reference No:2005/1672

Ward: Tottenham Hale

Date received: 05/09/2005

Last amended date:

Drawing number of plans: 5035400/AF/002 Rev A, 5035400/AR/1001, 5035400/AR/1002, 5035400/AR/1004, 5035400/AR/1005, 5035400/AR/1006, 5035400/AR/1201, 5035400/AR/1202, 5035400/AR/1203, 5015400/001

Address: 4 Marsh Lane, N17 0XE

Proposal: Erection of new 2 storey building (1372m2 gross floor area) to provide new Victoria Line control centre and 10 car spaces.

Existing Use: Vacant

Proposed Use: Railway Control Centre

Applicant: Metronet Rail Bcv

Ownership: Metronet Rail Bcv

PLANNING DESIGNATIONS

ROAD - BOROUGH
DES 3.8 AREA OF ARCHAEOLOGICAL IMPORTANCE
RIM 1.2 UPGRADING AREAS IN GREATEST NEED
RIM 1.4 EAST LONDON AND LEE VALLEY REGENERATION CORRIDOR
Contaminated Land (GeoEnviron)
Flood Plain

DRAFT - AC2 TOTTENHAM INTERNATIONAL FRAMEWORK

Officer contact: Brett Henderson

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The subject site at 4 Marsh Lane is part of the northern section of the Northumberland Park railway depot, located within an industrial estate. The subject site is currently vacant.

PLANNING HISTORY

22/12/98 – Conditional Consent – 1998/1468 – Formation of new entrance to depot and erection of new perimeter fencing across existing entrance.

23/12/03 – Conditional Consent – 2003/1765 – Use of two portacabins for workers accommodation ancillary to the use of the yard for a period of 7 years.

DETAILS OF PROPOSAL

The proposal is for the erection of a new 2 storey 'L' shaped building with a gross floor area of 1372 square metres. The building will provide a new control centre for the Victoria Line. The development will also provide 10 car spaces.

The proposed building, standing at a maximum 10.6 metres in height, will be constructed from buff coloured brickwork panels, white metal louvre cladding panels and an aluminium roof.

The centre will operate 24 hours a day, seven days a week. Approximately 55 staff will use the building however, it is envisaged that no more than 15 staff will be working in the building at any one time.

CONSULTATION

Ward Councillors
Transportation Group
Borough Arboriculturalist
Network Rail
Mark Lucas – Strategic Sites Group
Environment Agency
Lee Valley REGNL Park
Transport for London
2-30 Garman Road
1-13 Marigold Road

RESPONSES

Transportation Group – No objection – The following observations were made:

“Since our interrogation with TRAVL trip prediction software revealed that this development proposal would only generate a combined traffic inflow/outflow of some 25 and 29 vehicles in the am and pm peak hours respectively (using comparative sites, Minster House, BT Power Engineering and Whirlpool Ltd), it is deemed that this level of private vehicular trips would not have any significant impact on the adjoining highway network, considering also that this development is located where the public transport accessibility level is low. The applicant has also proposed 10 car parking spaces and taking into account that only 15 staff would be present on site at any of the 24hr shifts, we have accepted that this car parking provision is adequate. Nevertheless, we would suggest that two of these car parking spaces are dedicated to the disabled car drivers/passengers.

Notwithstanding, we would highlight that during our site visit on 01/08/05, it was observed that pedestrians generally preferred to wait for the level crossing barrier, west of this site, to be lifted before continuing their journeys across the railway line on Marsh Lane, instead of using the existing high overhead bridge footway crossing facility. It is therefore imperative that measures that would enhance pedestrians/cyclists conditions at this location, need to be put into place, bearing in mind also the potential supplementary pedestrian/cyclist demand associated with this development proposal.

Consequently, the highways and transportation authority would not object to this application subject to the conditions that:

- (1) Two of the car parking spaces are dedicated to the disabled car drivers/passengers, in accordance with the Council's SPG.*
- (2) The applicant provides ten bicycle racks with secure shelter, within the curtilage of the development.*

- (3) *The applicant contributes the sum of £50,000 (fifty thousand pounds) to highway measures geared towards improving the conditions for pedestrians/cyclists at this location. This amount represents a small portion of the £385,000 bid due to be submitted to the ODPM by the end of this month. Achieving this minimal contribution through the planning system and a pertinent development application like this, would help the Council's case in securing the ODPM funding for improving the conditions for pedestrians and cyclists at this location.*

We would highlight that the Council's Draft Tottenham International Development Framework includes policy for Marsh Lane (west) which clearly states that the Council will require "appropriate footpath and cycle routes, ensuring that connections to adjacent employment areas and local recreation opportunities are available". In addition, the Transport for London's good practice guidance on improving pedestrian conditions, as part of development process, titled "Improving Walkability" and published in Sept.2005 specifies the '5Cs' which are the principal criteria by which the quality of provision for walking can be assessed. These are that it is connected, convivial, conspicuous, comfortable and convenient and that, as part of the action points, the Council should "specify the financial contributions required from developers or, define formulae or criteria for determining the level of contributions." This guidance also explains that improvements achieved through a small scale development like this, can be as valuable as those made through larger schemes.

Informative:

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

Environment Agency – No objection however, the following Planning condition should be attached:

"No development approved by this permission shall be commenced until details of the finished floor levels have been submitted to and approved by the Local Planning Authority. Reason: To ensure that the development is subject to minimum risk flooding."

Ward Councillors – No objections.

Borough Arboriculturalist – No objections.

Network Rail – No objections.

Mark Lucas – Strategic Sites Group – No objections.

Lee Valley REGNL Park – No objections.

Transport for London– No objections.

RELEVANT PLANNING POLICY

LOCAL POLICY BACKGROUND

Unitary Development Plan – Adopted 1998

EMP 1.2 New Employment Uses

The Council will encourage the efficient re-use of vacant industrial sites for a range of employment uses and react positively towards proposals for appropriate forms of development.

EMP 1.4 Sites Outside Defined Employment Areas

Proposals for employment generating uses will generally be supported if they are deemed to be in an appropriate location.

EMP 3.1 Amenity, Design and Transport Considerations

The Council expects that all employment related development should have regard to relevant policies of the plan and Supplementary Planning Guidance in order to be properly integrated with neighbouring uses and incorporate the highest possible design and environmental standards.

DES 1.1 Good Design and How Design Will Be Assessed

The Council will require development to be of good design. The overall quality of the design of a proposal will be assessed and poorly designed schemes will be refused.

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area.

Infill development in areas of varied townscape of significant quality. (including most conservation areas) can create new compositions and points of interest but should be disciplined by building lines, scale of area, heights, massing, characteristic or historic plot widths.

DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale

The Council will assess the design of development schemes in relation to enclosure, height and scale.

DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing

In assessing the design of new development, alterations and extensions the Council will have regard to building lines, layout and form, rhythm and massing.

DES 1.9 Privacy and Amenity of Neighbours

Seeks to protect the reasonable amenity of neighbours.

TSP 1.1 Transport and New Development

All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand.

TSP 2.2 Pedestrian Routes

To improve road safety and help create a better, more useable environment for all.

TSP 3.1 Cycle Route Network

To support and implement both the London Cycle Network and local cycle routes, in liaison with local cycling groups and to incorporate safety features for cyclists at junctions, where possible.

TSP 7.1 Parking for Development

The proposal should provide an acceptable level of parking in line with current national and local policy advice.

RIM 1.1 Community Benefit

The Council will, where appropriate, expect Planning applications for built development and for change of use to include proposals which deal with the infrastructural requirements necessary for the development to proceed.

RIM 1.2 Upgrading Areas in Greatest Need

Council will give priority for public and private sector investment in regeneration projects.

Emerging Unitary Development Plan – Revised Deposit September 2004

This plan is a material consideration for Development Control purposes.

EMP5: PROMOTING EMPLOYMENT USES

Proposals for employment generating uses will generally be supported if they are deemed to be in an appropriate location.

APPENDIX 1 – PARKING STANDARDS

The Council will adopt Maximum parking standards (i.e. levels of parking which must not be exceeded) rather than minimum standards.

UD 10 PLANNING OBLIGATIONS

The Council, where appropriate, will enter into Planning agreements under section 106 of the Town and Country Planning Act.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues to be addressed in this report are:

- A. Principle of use on site;
- B. Impact on the amenity of the neighbouring occupiers;
- C. Size, Bulk and Design;
- D. Traffic generation and parking issues; and
- E. Contributions

A. Principle of use on site

The subject site is part of the northern section of the Northumberland Park railway depot, located within an industrial estate. The subject site owned by Metronet Rail BCV had been used for railway purposes for many years.

Given the fact that the land is owned by a railway and is located within an industrial estate it is considered that the proposed use is compatible with the prevailing land uses in the vicinity and will not have a significant negative impact on any of the neighbouring properties complying with Policy DES 1.9 'Privacy and Amenity of Neighbours'.

It is considered that the proposal will lead to the creation of more jobs in the Borough and provide a boost to the vitality of the area. The proposal meets the requirements of Policies EMP 1.2 'New Employment Uses' and EMP 1.4 'Sites Outside Defined Employment Areas', which encourage new employment uses, provided they result in a positive impact on the area.

B Impact on local residents and the community

It is considered that the site is sufficiently far from the nearest residential properties so as not to cause noise disturbance to local residents. The use is compatible with the adjoining industrial uses in the estate and will not have a negative impact on these occupiers.

It is considered that the proposal will have a positive impact on the area leading to additional jobs and a boost to the vitality of the area.

C Size, bulk and design

Policies DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The building is 2 storeys in height, which generally reflects the height of the industrial buildings that currently occupy the site and general development in the vicinity. The building incorporates a combination of attractive, modern materials, which helps to break up the building's appearance. The result is a contemporary design, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

D Traffic generation and parking issues

The subject site is located within close proximity of the Northumberland Park overland rail station and provides 10 car parking spaces. The application was referred to Council's Transportation Group who do not object to the proposal. Given these prevailing circumstances it is considered that the proposal, complies with Policy TSP 7.1 'Parking for Development' and TSP 1.1 'Transport and New Development'.

E Contributions

Transport – A contribution of £50,000 is required to be made towards highway measures geared towards improving conditions for pedestrians and cyclists at this location.

Cost Recovery – £2,500.

SUMMARY AND CONCLUSION

The proposal at 4 Marsh Lane for the erection of a new 2 storey building (1372m² gross floor area) to provide a new Victoria Line control centre and 10 car spaces complies with policies in the Haringey Unitary Development Plan, it is not detrimental to the character of the site or any adjoining property. It would therefore be appropriate to recommend that Planning permission be granted.

Planning permission is therefore recommended subject to a legal agreement and conditions.

RECOMMENDATION 1

The Sub-Committee is recommended to **RESOLVE** as follows:

- (1) That planning permission be granted in accordance with Planning application no. HGY/2005/1672, 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) in order to secure a contribution of £50,000 to highway measures geared towards improving conditions for pedestrians and cyclists at this location and a cost recovery charge of £2,500.
- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 2 December 2005 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

That, following completion of the Agreement referred to in resolution (1) within the time period provided for in resolution (2) above, Planning permission be granted in accordance with Planning application reference number HGY/2005/1672 & applicant's drawing Nos. 5035400/AF/002 Rev A, 5035400/AR/1001, 5035400/AR/1002, 5035400/AR/1004, 5035400/AR/1005, 5035400/AR/1006, 5035400/AR/1201, 5035400/AR/1202, 5035400/AR/1203, 5015400/001

- (3) That in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning application reference number HGY2005/1672 be refused for the following reason:

The proposal fails to provide:

- a) A contribution to highway measures geared towards improving conditions for pedestrians and cyclists at this location in accordance with TSP 2.2 'Pedestrian Routes' and TSP 3.1 'Cycle Route Network'.

As required by Policy RIM 1.1 'Community Benefit' of the adopted Unitary Development Plan 1998 and Policies UD 10 'Planning Obligations' of the emerging Unitary Development Plan.

RECOMMENDATION 2

GRANT PERMISSION

Registered No. HGY/2005/1672

Applicant's drawing No.s 5035400/AF/002 Rev A, 5035400/AR/1001, 5035400/AR/1002, 5035400/AR/1004, 5035400/AR/1005, 5035400/AR/1006, 5035400/AR/1201, 5035400/AR/1202, 5035400/AR/1203, 5015400/001

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. No goods or materials shall be placed or stored on the site other than within a building.
Reason: In order to safeguard the visual amenity of the area.
4. Details of design, materials and location of ten bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the buildings. At least 10 bicycle racks are to be provided and enclosed within a secure shelter. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.
Reason: To provide adequate bicycle parking for employees.
5. Two of the proposed car parking spaces are to be dedicated to disabled car drivers/passengers, in accordance with the Local Planning Authority's Supplementary Planning Guidance.
Reason: To provide car parking for disabled car drivers/passengers.
6. The car parking spaces shown on the approved drawings shall be constructed and maintained to the satisfaction of the Local Planning Authority and shall be permanently retained and used in connection with the development hereby approved.
Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained.
7. The car parking spaces shown on the approved drawings shall be marked out on the site to the satisfaction of the Local Planning Authority, and these spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.
Reason: In order to ensure that adequate provision for car parking is made within the site.
8. No development approved by this permission shall be commenced until details of the finished floor levels have been submitted to and approved by the Local Planning Authority.
Reason: To ensure that the development is subject to minimum risk flooding.

INFORMATIVES

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

REASONS FOR APPROVAL

The proposal at 4 Marsh Lane for the erection of a new 2 storey building (1372m² gross floor area) to provide a new Victoria Line control centre and 10 car spaces complies with Policies EMP 1.2 ‘New Employment Uses’; EMP 1.4 ‘Sites Outside Defined Employment Areas’; EMP 3.1 ‘Amenity, Design and Transport Considerations’; DES 1.1 ‘Good Design and How Design Will Be Assessed’; DES 1.2 ‘Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area’; DES 1.3 ‘Assessment of Design Quality (2): Enclosure, Height and Scale’; DES 1.4 ‘Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing’; DES 1.9 ‘Privacy and Amenity of Neighbours’; TSP 1.1 ‘Transport and New Development’; TSP 2.2 ‘Pedestrian Routes’; TSP 3.1 ‘Cycle Route Network’; TSP 7.1 ‘Parking for Development’; RIM 1.1 ‘Community Benefit’; RIM 1.2 ‘Upgrading Areas in Greatest Need’ in the Haringey Unitary Development Plan, it is not detrimental to the character of the site or any adjoining property. It would therefore be appropriate to recommend that Planning permission be granted.