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By Email

34810/A5/PD  
28 March 2023

Dear Sirs,

**PLANNING APPLICATION: NON-MATERIAL AMENDMENT AT 555 WHITE HART LANE (SEGRO PARK), TOTTENHAM**

I write on behalf of my client Parclforce to submit a non-material amendment application to Haringey Borough Council for consideration at SEGRO Park, 555 White Hart Lane, Tottenham. The proposed non-material amendment seeks the following changes:

*'Non-material amendment following the grant of planning permission HGY/2020/0635 to combine units 6 and 7 to create a single unit with removal of internal partition, creation of 2 new openings to the front elevation and amendment to the retaining walls, creation of small customer service point area, removal of planting area, fence and gates at the operational yard, the installation of low level fans to the rear elevation, and addition of a Utilities Cabinet'*

It should be noted that Parclforce operations represent a B8 use, which sits within the approved uses on site and the preferred uses within the Locally Significant Industrial Site. This letter seeks to support the non-material amendment application and seeks to describe the changes, why they are needed and an assessment to demonstrate that the proposals do represent a non-material amendment to the approved application that should be supported accordingly.

The non-material amendment is supported by the following documents:

- SGTOT-WBA-SI-00-DR-A-PL-001 Site Location Plan
- SGTOT-WBA-SI-00-DR-A-PL-002 Existing Site Plan
- SGTOT-WBA-EB-00-DR-A-PL-003 Existing Ground Floor Plans
- SGTOT-WBA-EB-ZZ-DR-A-PL-004 Existing Elevations
- SGTOT-WBA-SI-00-DR-A-PL-005 Proposed Site Plan
- SGTOT-WBA-EB-00-DR-A-PL-006 Proposed Plans
- SGTOT-WBA-EB-ZZ-DR-A-PL-007 Proposed Elevations

- SGTOT-WBA-SI-ZZ-DR-A-PL-008 Proposed External Details (Utilities Cabinet)
- BRUKL Output Document
- Energy Performance Certificate

## Planning History

Planning application HGY/2020/0635 granted full planning permission for the '*Demolition of existing structures and construction of two buildings to provide eight units for light industrial (Use Class B1(c); industrial (Use Class B2); and/or storage and distribution (Use Class B8)) purposes, with ancillary offices and associated landscaping, car parking, servicing and access arrangements*'. The application was approved dated 21 December 2020 and is supported by a Section 106 Agreement dated 18 December 2020.

Since the approval of the original consent, it has been subject to three approved non-material amendment. These are listed below:

HGY/2021/1067 granted a non-material amendment involving '*the installation of an additional substation and the relocation of an approved substation*'. This was approved dated 27/4/21.

HGY/2022/1195 granted a non-material amendment to the original approval '*to include amendments to the design of the gatehouse situated at the entrance of the business park; reorientation of electricity substation by 90 degrees; and minor additional details provided to approved layout plan for clarity (e.g. roof access points for maintenance)*'. This was approved dated 14/6/22.

HGY/2022/3873 granted a non-material amendment to the original approval '*to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area*'. This was approved dated 19/1/23.

To confirm, the development has now been built out.

## The Proposals

In order to meet demand, Parcellforce is seeking to occupy units 6 and 7. This follows the future closure of their existing facility at in NW1. As noted within the description of development, there are a variety of non-material elements that form the consent. The rationale regarding each is set out below:

### Amalgamation of Units 6 and 7

The proposal seeks to join units 6 and 7 together to form a single unit. This allows for a larger internal space for Parcellforce operations to take place to meet business needs. The only physical change therefore is the removal of the internal wall separating the units. Of note, the fire strategy for the building would not be materially impacted by the proposed amalgamation of the units.

Whilst the proposal would create a larger planning unit, it is still served by adequate parking provision and a combined service yard. Parking levels are unchanged and therefore appropriate to serve the floorspace.

### Openings to Front Elevation

The proposal includes the insertion of two additional level access doors to the front elevation of the building. This is to allow vehicle access into the building itself. An in and out route will be created internally where delivery vans can drive into the facility, load up and drive straight out. This process is common in other facilities across the country, and ensures a more efficient operation. The proposed

doors would match the existing doors and therefore would assimilate themselves into the design of the building. They would not impact upon the design principles of the wider estate.

To facilitate vehicle access, the retaining walls of the dock levellers will be realigned. These will now be straight rather than at a slight angle. This ensures that all other doors can be accessed with delivery vehicles/HGV's in place on the 'other' doors. Visually, such a change will have a negligible impact.

#### Customer Service Point

Parcelforce include small customer service points at their facilities in order for members of the public to be able to collect parcels that may not have been able to be delivered. Such parcels are held available for pick-up within a set time limit.

Condition 4 of the original consent for application HGY/2020/0635 does remove permitted development rights for Class E use at the site. However, the customer service point will be a very small area compared to the building as a whole, consisting of a portion of the reception area to unit 6. It will consist of a reception desk, and small waiting area for the public. Any Class E use is therefore clearly ancillary to the main use of the building, would not form a material change of use and therefore would not be in breach of condition 4.

Given the level of trips specifically to the customer service point, there remains adequate parking on the site. Visitors will be encouraged to cycle or walk where possible, especially given the level of cycle parking at the site.

#### Removal of Planting Area, Fence and Gates

The amalgamation of the two units into one means the service yards to the front of each unit would also be amalgamated. As such, the dividing fence is no longer required and will be removed. The gates at the entrance to each service yard are also no longer needed, and therefore will also be removed. Such removal would ensure a less cluttered and more open appearance to the front of the unit, and would not impact upon the design principles of the wider estate.

The current plans include a small landscaped kerb used to separate the service yard accesses. The kerb is no longer needed to assist in the location of gates or the fencing given their removal. There are concerns regarding the tracking of HGV's to dock levellers, which are inhibited by this kerb. As such, it is proposed to remove the kerb, creating a larger service yard opening. In biodiversity terms, the loss of a small area of planting is unfortunate. However, in terms of the wider estate, it would not impact significantly upon the wide landscaping proposed. Its loss must be balanced against operational requirements at the site.

Given the location of the pedestrian footpath through the wider estate, the main pedestrian footpath is to the south of the road passing this area, and therefore no impacts would result. Visibility when exiting the service yard would increase, to the benefit of the cycle path which passes the front of the service yard.

#### Installation of Fans

The proposed rear elevation of the proposal shows the installation of 10 low level wall fans. These are set at ground floor level and are a necessity given the proposal to run vehicles into the building itself. In such circumstances, the air quality is monitored by internal sensors, and should carbon monoxide levels become too high, the fans are implemented in order to freshen the air in the building. The proposals meet the requirements of Building Regulations for car park/loading bay systems for both pollution and smoke clearance. The fans therefore are only activated in an emergency situation

only. It should be noted, emergency fans are in a number of Parcelforce buildings, and have yet to ever be activated.

In terms of visual appearance, the fans are set below the door height of the building at the rear. They will be screened by the planting along the northern boundary of the proposal and therefore would not cause any visual harm.

#### Addition of Utilities Cabinet

In order to supplement operations at the site, a small oil/air/water cabinet is also proposed. This measures 2.8m by 1.4m, with a height of 2.3m. The purpose of the cabinet is to store tank oil and dispenser, and would include tyre inflation equipment, as well as hand wash and screen wash. It would sit within the service yard against an existing fence and be finished in dark green paint, therefore ensuring it would cause minimal visual harm. 'Servicing' is specifically referenced within the decision notice for application HGY/2020/0635, and it is noted that an additional substation has been added through the non-material amendment process.

#### Other Matters

The units in question have been constructed and it is noted that condition 15a required development to be constructed in accordance with the Energy & Sustainability Statement. The condition notes that any application to revise the fabric of the building should demonstrate that the development is still 'zero-carbon' in regulated energy terms.

The nature of the proposed works ensures that there would be a negligible impact to the performance of the building through the proposed changes. This non-material amendment is accompanied by both a BRUKL report and the Energy Performance Certificate. These demonstrate the zero-carbon nature of the building 'as built' shell currently and how post completion for the fit out works the building will still achieve an A+ Energy Performance Certificate and being 'Zero-Carbon' graded in Building Regulations Part L.

The report above therefore highlights that the proposed changes, needed to support Parcelforce's operations on the site, are non-material in nature and would not cause any serious impact to the units themselves, or the wider estate or beyond.

We look forward to confirmation of the validation of this application. If you have any queries, please do not hesitate to get in touch.

Yours sincerely,



**PAUL DERRY**  
Associate Planner