

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28th February 2012

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officer:

Aled Richards Tel: 020 8379 3857
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Ward: Ponders
End

Application Number : TP/08/0823/REN1

Category: Other Development

LOCATION: Friendly Service Centre, Carters Yard, Alexandra Road, Enfield, EN3 7EH

PROPOSAL: Renewal of unimplemated permission granted under ref: TP/08/0823 for Demolition of existing commercial garages and erection of a part 2-storey building to provide a warehouse and vehicle repair centre and first floor extension over existing building to provided a commercial office unit together with a new parking layout.

Applicant Name & Address:

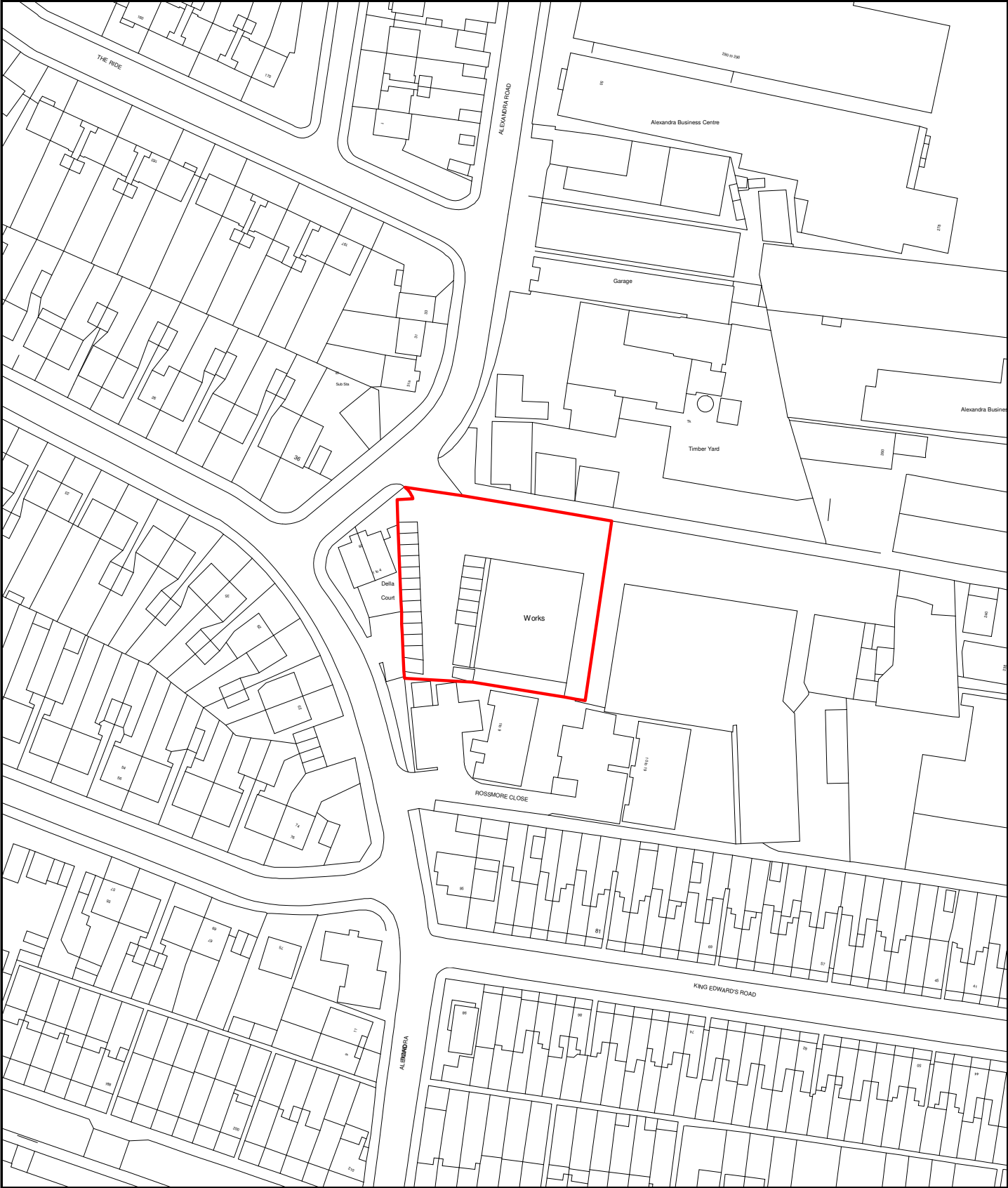
James Pandeli,
Freindly Service Centre,
Carters Yard,
Alexandra Road,
Enfield,
EN3 7EH

Agent Name & Address:

Michael David,
MD Designs
9, Jepps Close
Goffs Oak
Herts
EN7 6UT

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 09:53 Date of plot: 15/02/2012

1. Site and Surroundings

- 1.1 The buildings the subject of the application are part of a larger site, which is occupied by a vehicle recovery centre.
- 1.2 Immediately to the rear (south) is a 3-storey residential development with 3no. small flank windows. Near to the western boundary is a 2-storey residential development. The building immediately to the east, within the application site, is a 2-storey brick built office with a flat roof at front with a pitched roof industrial-style unit at the rear.
- 1.3 The application site is on the south-east corner of a Locally Significant Industrial Site between Alexandra Road and Alma Road.

2. Proposal

- 2.1 Permission is sought for the renewal of unimplemented permission granted under ref: TP/08/0823 for the demolition of existing commercial garages and erection of a part 2-storey building to provide a warehouse and vehicle repair centre and first floor extension over existing building to provide a commercial office unit together with a new parking layout.
- 2.2 The new building will be between 41 & 47m wide and 26.8m deep. The single storey element will be 4.3m in height to the top of a flat roof and 4.8m in height to the top of a parapet wall.
- 2.3 The first floor element will be set approximately 6m back from the eastern flank wall of the ground floor element. The first floor element will be 7m in height to the top of a flat roof and 7.5m in height to the top of a parapet wall.

3. Relevant Planning Decisions

TP/08/0823/VAR1 - Variation of condition 19 of approval under Ref:TP/08/0823 to include M.O.T. test centre in addition to use as a vehicle recovery/repair centre with ancillary office and warehouse accommodation (Class B2) – granted on 4 November 2008.

TP/08/0823 - Demolition of existing commercial garages and erection of a part 2-storey building to provide a warehouse and vehicle repair centre and first floor extension over existing building to provided a commercial office unit together with a new parking layout. – granted on 11 July 2008.

TP/07/1549 - Demolition of existing buildings and erection of a 3-storey block of 14 self-contained residential units (comprising 5 x 1-bed, 3 x 2-bed, 5 x 3-bed, 1 x 4-bed) incorporating accommodation in roof space with front and rear dormers and provision of car parking. – refused on 27 September 2007. A subsequent appeal was dismissed on 26 February 2008.

TP/06/1979 - increase in height of workshop roof by 1m (RETROSPECTIVE). - refused on 27 November 2006.

TP/93/0747 - Continued use of site for the breaking up of old motor vehicles and continued use of building as night watch mans accommodation, office and storage. – granted on 08 September 2003.

TP/89/0451 - Erection of a single storey front extension to existing workshop to provide 20 square metres additional floor area. – granted on 12 June 1989.

TP/88/0695 - Continued use of site for the breaking up of old motor vehicles and continued use of building as night watch- man's accommodation office and storage. – granted on 19 July 1988.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1 Traffic & Transportation

It has been advised that providing that the originally proposed conditions are imposed, there are no objections. In addition, additional information has been provided relating to highway safety improvements in the area.

4.3 Environmental Health

It has been advised that there is no objection to the proposal.

4.2 Public

4.2.1 Whilst no individual letters of objection have been received, a petition has been received raising the following points:

Impact on amenity

- Whilst the premises may be open for business and working between the hours of 9am to 5pm Monday to Saturday, residents have long been affected throughout the night with recovery trucks pulling up, slamming doors and parking noisy vehicles in Charcroft Gardens and Alexandra Road.

Transportation

- Alexandra Road and Charcroft Gardens are used to park their lorries which is dangerous because of the close proximity to St Mary's School.
- With lorries in the way, small children can not be seen by ordinary drivers and children wanting to cross the road have to walk between parked lorries.
- The commercial vehicles should be parking on their own premises.
- If permission is given, there would be more traffic in an already congested area.
- You are not allowed to run a business from a residential property so why is a company allowed to park in residential streets?

5. Relevant Policy

5.1 Local Development Framework

CP13: Promoting economic prosperity
 CP15: Locally significant industrial sites
 CP24: The road network
 CP25: Pedestrians and cyclists
 CP30: Maintaining and improving the quality of the built and open environment
 CP36: Biodiversity
 CP46: Infrastructure contributions

5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance

(II)E13 Opportunities for attainment of measures arising from B1, B2 & B8 proposals
 (II)E15 Noise generated by industrial and warehouse premises
 (II)GD3 Design
 (II)GD6 Traffic generation
 (II)GD8 Access and servicing

5.3 The London Plan

Policy 4.1 Developing London's economy
 Policy 4.4 Managing industrial land and premises
 Policy 5.1 Climate change mitigation
 Policy 5.2 Minimising carbon dioxide emissions
 Policy 5.3 Sustainable design and construction
 Policy 5.5 Decentralised energy networks
 Policy 5.6 Decentralised energy in development proposals
 Policy 5.7 Renewable energy
 Policy 5.8 Innovative energy technologies
 Policy 5.9 Overheating and cooling
 Policy 5.10 Urban greening
 Policy 5.11 Green roofs and development site environs
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 6.3 Assessing the effects of development on transport capacity
 Policy 6.9 Cycling
 Policy 6.12 Road network capacity
 Policy 6.13 Parking
 Policy 7.2 An inclusive environment
 Policy 7.3 Designing out crime
 Policy 7.4 Local character
 Policy 7.14 Improving air quality
 Policy 7.15 Reducing noise and enhancing soundscapes
 Policy 7.19 Biodiversity and access to nature
 Policy 8.2 Planning obligations

5.4 Other Relevant Policy Considerations

PPS1: Delivering Sustainable Development
 PPS4: Planning for Sustainable Economic Growth
 PPS9: Biodiversity and Geological Conservation

PPG13:	Transport
PPS22:	Renewable energy
PPG23:	Planning and pollution control
PPG24:	Planning and Noise

6. Analysis

6.1 Principle

6.1.1 The rebuild of the vacant buildings, within an existing industrial location, is considered acceptable and is compatible with the designation of the site in the Core Strategy as a Locally Significant Industrial Site.

6.1.2 In addition, the principle of this development is accepted as permission has previously been granted for the scheme.

6.2 Form of Development and Impact on the Area

6.2.1 The proposed building and its use, given the context of the site within an established industrial area and the size and scale of other buildings in the vicinity, are considered to be acceptable.

6.2.2 The proposed development would result in a building that is, at its maximum height, approximately 2m higher than the existing building. Whilst there is a 3-storey residential block immediately adjacent to the common southern boundary of the site, the only windows on the flank elevation of this building appear to serve the stairwell. It is therefore considered that there would be no additional harm to the existing amenities of the occupiers of that residential development.

6.2.3 An element of the proposed first floor extends up to the common boundary with Della Court, a 2-storey residential development west of the site, the 30-degree line would not be compromised by this element, thus helping to preserve the existing amenities of those adjoining occupiers.

6.2.4 The first floor element will contain offices and a large void over the ground floor warehouse. It is considered appropriate to impose a condition restricting the provision of floor space by means of a mezzanine floor because the creation of additional office space could have a detrimental impact in terms of parking provision, leading to conditions hazardous to vehicular and pedestrian safety.

6.3 Highway Safety

Parking / Access / Traffic Generation

6.3.1 There are no changes to the proposed access and site servicing arrangements. The proposal would result in the loss of two existing vehicle bays but would also provide for 10 bays for the recovery vehicles. Of the proposed parking spaces, six of these are 'in line' and are located along the eastern flank wall of the building. This is considered acceptable as there is sufficient room between these and the adjacent building (owned by the applicant) to allow independent access / egress. Parking provision is considered to be acceptable.

- 6.3.2 To alleviate the concerns of neighbours, it can be advised that it is anticipated that road safety measures within the wider area are to commence shortly. These include speed cushions along Alexandra Road, the introduction of a 20mph zone, a mini-roundabout at the juncture of Durants and Alexandra Roads and additional double-yellow lines around junctions. Whilst these measures, if adopted, will not stop lorries from parking in the surrounding streets, they will improve safety.

6.6 Sustainable Design and Construction

BREEAM

- 6.6.1 The scheme will need to achieve a BREEAM rating of 'Very Good'. Details of how this will be achieved will be secured by condition.

Energy

- 6.6.2 Because of the scale and nature of the scheme, it should be seeking to meet exceed Part L2A of the Building Regulations by 8%. Details of how this will be achieved will be secured by condition.

Drainage

- 6.6.3 Similar to the original application, drainage measures have not been provided. Conditions will again be imposed to secure details of sustainable drainage measures.

Ecology

- 6.6.4 The existing site has very limited ecological value, although in the area immediately east of the estate, black red starts are known to inhabit. All development proposals should seek to enhance the ecological value of their respective site, whether it is through additional landscaping or the provision of bird and bat boxes. It is therefore considered appropriate to impose a condition seeking details of ecological enhancements to the site.

6.7 Other Matters

- 6.8.1 There has been a material change in policy consideration since the approval of the original application, primarily in relation to sustainability and sustainability measures. Conditions proposed will reflect this change.

7. **Conclusion**

- 7.1 Having regard to all of the above, it is considered that planning permission should be granted for the following reasons.

1. The proposed development will continue to safeguard the provision of Locally Significant Industrial Sites within the Borough having regard to Core Policies 13, 15 of the Core Strategy, Policies 4.1, 4.4 of the London Plan, and PPS4: Planning for Sustainable Economic Growth.

2. The proposed development does not detract from the character and appearance of the street scene and the wider area, having regard to Core Policy 30 of the Core Strategy, Policy (II)GD3 of the Unitary Development Plan, and PPS1: Delivering Sustainable Development.
3. The proposed development should not lead to conditions that would significantly prejudice the existing amenities of adjoining occupiers, having regard to Core Policy 30 of the Core Strategy, Policy (II)GD3 of the Unitary Development Plan, and PPS1: Delivering Sustainable Development.
4. By virtue of conditions proposed, the proposed development will contribute to the mitigation of and adaptation to climate change, having regard to Core Policy 36, and with Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, and with PPS1: Delivering Sustainable Development, PPS9: Biodiversity and Geological Conservation, PPS22: Renewable Energy.
5. The proposal provides adequate car parking and servicing and would not give rise to conditions prejudicial to the free flow and safety of traffic and pedestrians on the adjoining highways having regard to Core Policy 24 of the Core Strategy, Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policy 6.3 of the London Plan and PPG13: Transport.

8. Recommendation

8.1 That planning permission be granted subject to the following conditions:

1. C07 Details of Materials
2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. NSC1 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
 - a. a photographic condition survey of the roads, footways and verges leading to the site;
 - b. details of construction access and associated traffic management to the site;
 - c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
 - d. arrangements for the parking of contractors vehicles;
 - e. arrangements for wheel cleaning;
 - f. arrangements for the storage of materials;
 - g. hours of work;
 - h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
 - i. size and siting of any ancillary building

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

6. NSC2

Details of Cycle Parking

The development shall not commence until details of the siting, number and design of the cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking in line with the Council's adopted standards.

7. NSC3

Mezzanine Floors

No additional floor space shall be provided within the units hereby approved, through the provision of mezzanine floors, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development complies with the councils adopted parking and servicing standards.

8. NSC4

SUDS

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

9. NSC5

SUDS 2

Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the local planning authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the local planning authority conclude that a SuDS scheme should be implemented, details of the works shall specify:

- i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- ii) the responsibilities of each party for implementation of the SuDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

10. C19

Details of Refuse Storage / Recycling

11. C25 No Additional Fenestration
12. C26 Restriction of Use of Extension Roofs
13. C37 Restricted Hours – Deliveries
14. C38 Restricted Hours - Opening
15. C41 Details of External Lighting
16. C46 No Subdivision
The building(s) hereby approved shall be occupied as one business unit and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure that the development complies with the adopted parking and servicing standards and to avoid an intensification of the use of the site.
17. C48 Restricted Use
Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the premises shall only be used as a vehicle recovery / repair centre with ancillary office and warehouse accommodation and shall not be used for any other purpose within Use Class B2, or for any other purpose.
Reason: To ensure that the development complies with Unitary Development Plan policies and does not prejudice conditions of safety or traffic flow on adjoining highways.
18. NSC6 BREEAM 1
Evidence in the form a Design Stage Assessment completed by a qualified BREEAM Assessor and interim certificate issued confirming that the development achieves a BREEAM rating of no less than 'Very Good' shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with Core Policy 4 of the Core Strategy, the strategic objectives of the Council, the London Plan, and PPS1.
19. NSC7 BREEAM 2
Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an accredited BREEAM Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with Core Policy 4 of the Core Strategy, the strategic objectives of the Council, the London Plan, and PPS1.
20. NSC8 Energy 1
Development shall not commence until an Energy Statement (inclusive of design, size, siting, technical specification demonstrating meeting or exceeding reduction targets of 8% above Part L 2A of the Building Regulations 2012, and elevational details) for each of the renewable energy technologies that are considered feasible, has been approved in writing by the Local Planning Authority.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan, the Core Strategy and having regard to PPS22: Renewable Energy.

21. NSC9

Energy 2

Having regard to Condition 20 of this permission, the selected renewable energy technology / technologies, shall be implemented in accordance with the approved details and permanently maintained and retained, unless otherwise approved in writing by the Local Planning Authority. Written confirmation that the approved renewable technology has been implemented shall be provided to the Local Planning Authority prior to occupation of the development.

Reason: To ensure that the selected technology / technologies do not unduly detract from the visual amenity of the replacement dwelling within the street scene and the wider area, and to ensure that the replacement dwelling achieves adopted energy reduction savings targets

22. NSC10

Ecological enhancements

Prior to development commencing, an ecological assessment shall be submitted to the Local Planning Authority for approval in writing. The report shall include the following information:

- a. A description of the habitats on the site;
- b. An assessment of the site's potential to host rare or protected species;
- c. A method statement detailing how the site will be cleared in order to ensure that any ecological features are not adversely impacted upon;
- d. Details of proposed ecological enhancements to include native and wildlife friendly landscaping and bird and bat boxes;

The report is to be written by an appropriately qualified ecologist (eg a member of the Institute of Ecology and Environmental Managers). All agreed measures shall be undertaken as approved and written confirmation shall be submitted to the local planning authority.

Reason: To ensure that the development does not have an adverse impact on biodiversity and leads to enhancement in accordance with PPS9.

23. C51A

Time Limited Permission

TP/08/0823

GV BUILDING SERVICES LTD
4 Regent Gate, 83 High Street
Waltham Cross, Herts, EN8 7AF
TEL: 01992 652 990
FAX: 01992 652 994

NOTES
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Existing Ground Floor Plan



Thantler Harding Building

Existing Roof Plan



LEASE PLAN
1:200@A2

Existing Front Elevation

Existing Rear Elevation

Existing Side Elevation

LONDON BOROUGH OF ENFIELD
14 MAY 2008
PLANNING AND TRANSPORTATION

REF DATE AMENDMENT ALTERED BY CHECKED BY

PROJECT
Carters Yard
Alexandra Road
Ponders End
EN3 7EH

DRAWING TITLE
Existing Plans & Elevations

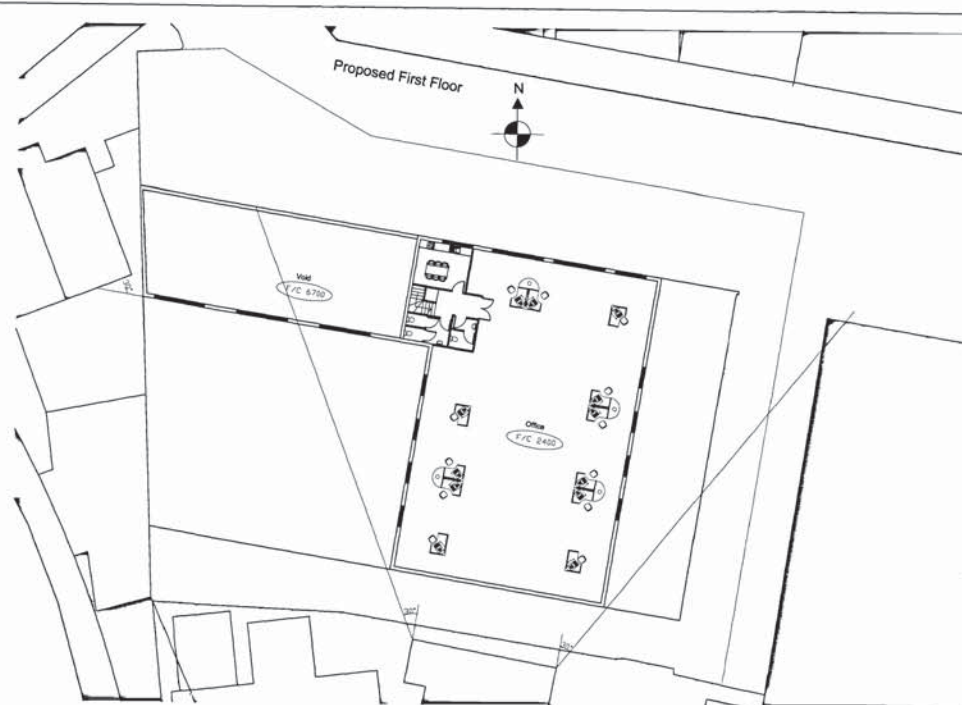
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SCALE	DATE	DRAWN BY	CHECKED BY
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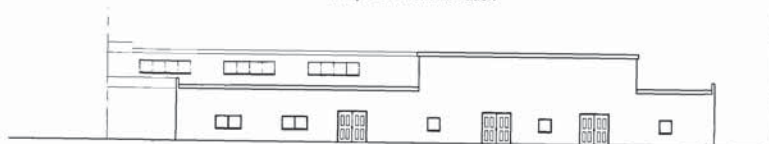
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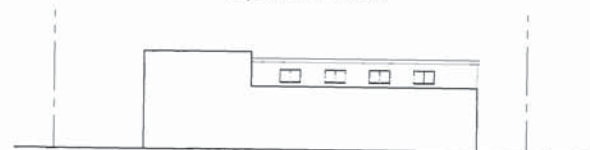
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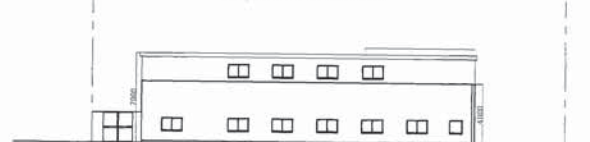
Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation



Proposed Side Elevation

LONDON BOROUGH OF ENFIELD
14 MAY 2008
PLANNING AND TRANSPORTATION

0.	06/05/08	Design Change	M. Viscio	V. Viscio
0.	2/4/07	Design Change	A. Murata	V. Viscio
REF DATE	AMENDMENT		ALTERED BY	CHECKED BY

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PROJECT

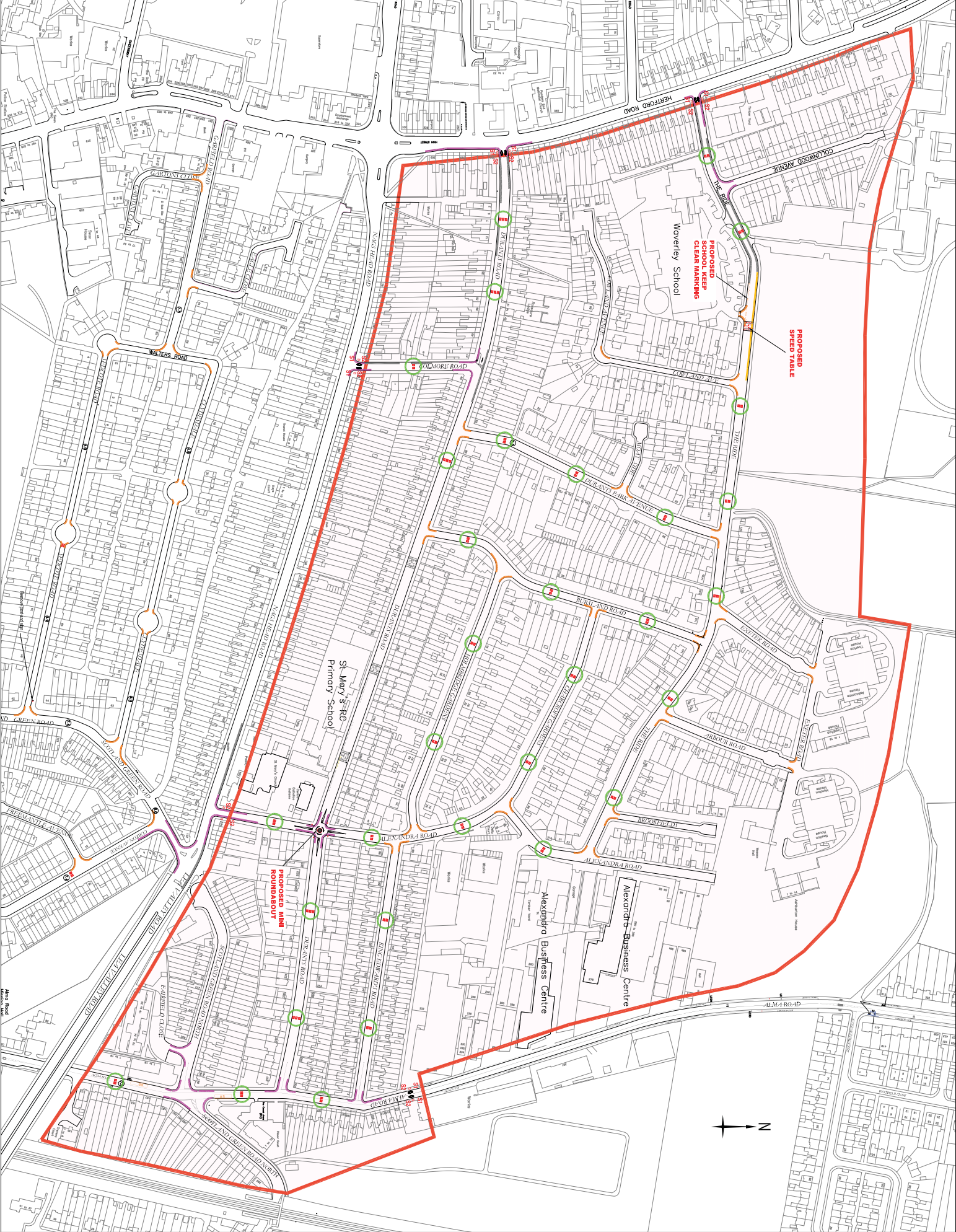
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EN3 7EH

DRAWING TITLE

Proposed Plans & Elevations

REF NO: B	GVBS1477-100
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Proposed 20mph zone boundary

20mph zone entry sign - S1

20mph zone exit sign - S2

Existing double yellow lines

Existing single yellow lines

Proposed double yellow lines

Proposed single yellow lines

Proposed speed table

Existing speed table

Proposed speed cushion